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Often you hear men say that if they cared to invest a little money in this or that, they could get thousands of more miles out of their cars. But they don't bother. They trade in on a new car. And we make the repairs which they should have made. And—the cars are good for thousands of more miles—just as they said.

THE DRAGON MOTOR CAR CO., LTD.
Telephone—Central 3950.

REBUILDING TOKYO AND YOKOHAMA.

Thousand Million Pounds Needed.

(Reuter's Service.)

Ottawa, September 14.
The Governor General has telegraphed to the Mikado, Canada's deep sympathy for Japan. The Government has appropriated two hundred thousand dollars for relief.

Melbourne, September 14.
The Federal Government has cabled to Japan fifteen thousand pounds sterling, subscribed by the citizens of Victoria.

London, September 14.
The Lord Mayor's Japanese Relief Fund is now £145,000. The Prince of Wales has donated £250, the Japanese Ambassador £100, the Peninsular and Oriental S. N. Co. £5,000, the Japanese naval attaché and officers £316, and Messrs. Harrison and Crofield £105.

Cost of Reconstruction.

Tokyo, September 14.
The cost of reconstruction of Tokyo and Yokohama is estimated at a thousand million pounds sterling. The bankers all over the country have formed a syndicate to assist the Government in rebuilding the cities, and large that all surplus national funds be devoted to this. Any additional money required will be raised by local and foreign loans. The banks in Japan, insurance companies and public have hitherto contributed five million pounds sterling towards relief.

Administration Praised.

Osaka, September 15.
The emergency measures promulgated in the form of Imperial edicts are meeting with popular approval. Everybody is full of praise for the Yamamoto Cabinet. The active work towards the relief of sufferers and maintenance of peace and order in Tokyo and Yokohama are all regarded as very creditable.

While eighty thousand people died in Tokyo the streets are now entirely clear of dead bodies. Over a hundred motors and omnibuses are running, and electric trams are also running on a number of sections, all full. The residential quarters of the city which escaped the fire have already electric lights, searchlights from the warships in the bay lighting the dark streets.

All over the country subscriptions are being tabulated by the Central Relief Bureau. Last Wednesday they totalled twenty-four million yen, which will be used in creating places to provide meals and buildings in which orphans, the aged and the sick and wounded can be cared for. The fund will also be employed to assist the sale of clothes and other essentials of life at reduced prices, also building materials. Appropriations will also be made to provide school children with books, pencils, etc.

Expert's Advice Sought.

The greatest problem the Government is now struggling to solve is the general plan of reconstruction of the capital. On Wednesday an Imperial edict absolutely and finally decided that the seat of Government must remain in Tokyo. There are various estimates regarding the time and cost of reconstruction of Tokyo and Yokohama. Some advocate merging the two cities, and creating a metropolis with a modern harbour. Doctor Beard, the American municipal expert, who assisted Baron Goto when he was Mayor of Tokyo, has been sent for, and is now reported to be en route for Tokyo.

The Cabinet is discussing the creation of a Ministry of Reconstruction, under a Minister of Cabinet rank, with executive and consultative departments, which will undertake the reconstruction of all the affected area.

A special Tokugawa committee has been unofficially organized to make recommendations to the Government. Food and fuel supplies suffice for current relief needs, according to official assurances. Students are largely assisting in the relief work. A strong medical corps has been mobilized in an anti-epidemic campaign.

Official List of British Casualties.

Osaka, September 15.
The following is the official list, so far as can be ascertained by the British Consulate General at Kobe, of the British victims of the earthquake. This list replaces or amplifies any previously officially given out in London.

Killed (given in alphabetical order):
Men: T.C.M. Abbey, R.J. Ackland, R.A.F. Cabell, F.J.F. Cullinan, F.L. Elliot, Leonard Eytan, L.L. Gimson, A. Willie Gordon, W. Haigh, Jack F. Hibbs, H.E.F. Horne, Kempson, A.J.S. Le Froy, J.P. Lyes, C.A.W. Mason, W.B. Mason (senior), G.H. May, R.B. McKinnel, I.C. Morrison, G.S. Niven, J. Paterson, F.A. Picken, C. Piquet, Jack Read, A. Robertson, Maurice Russell, Rodney Sharp, A.H. Tait, Tom Thomas, W.H. Watson, H.K. Weathers, E.J. Wevill, Doctor E. Wheeler.

Women: Mesdames Holyoak Box, A. Cave, T.W. Chisholm and child; W.P. Hington, T.O. Maitland and son; Robert, Morris Mendleson, H.R. Nicoll and daughter Helen; Charles Reich, A.L. Robinson, H.W. Rowbottom, S.H. Somerton, H.W. Taylor, Thompson, W.K. Wilson; Misses May P. Symons, and Sisters Dunstan (Elizabeth Kegan), Mary (Annie Kegan), Michael (Alicia Duffassy) and Wilfrid (Bridget Sweeney).

Couples killed were:—Mr. and Mrs. Jones. Mr. and Mrs. J. P. D. Mollison (junior), Mr. and Mrs. Peacock, Mr. and Mrs. H.R. Simpson and child and Mr. and Mrs. F.J.H. Tobut.

Reported Missing, believed Killed:—Messrs. H. Clare R.H. Gordon, L. Hawkes, George J. Vision, R.B. Keayes, Scot, Waddell, John Walker and Louis Watson; and Mrs. Jessie Gray Miss Helen Teene and Mr. and Mrs. Charles Markell.

The first list of the Japanese Relief Fund donations totals 1,228,000 francs. M. Millerand has donated ten thousand and M. Poincare five thousand. The donors include other Ministers, the big banks and big stores.

NEW AMERICAN SHIPPING SERVICE.

Dollar Line Purchases Seven Vessels.

Washington, September 14.
The Shipping Board has sold seven passenger and cargo steamers, each five hundred feet long, to the Dollar Line, which will put them on its service from San Francisco to Japan, China, the Philippines, Java and the Straits, then Egypt, Mediterranean ports and New York. The Dollar Line guarantees to maintain this service for five years.

MILITARY CONTROL OF SPAIN.

King Alfonso Acquiesces.

(Reuter's Service.)

Madrid, September 14.
In the course of a Royal interview, Senor Alhucemas proposed the dismissal of the military men associated with the rising, and the summoning of Parliament to establish responsibilities. King Alfonso preferred to consider the situation fully before deciding, whereupon Alhucemas tendered his resignation. The newspaper A.B.C. learns that De Rivera is forming a Directory, over which he will preside, composed of competent officials, to assume charge of the various Ministries and govern without a Parliament until civilians independent of politics be found to form a Cabinet and replace the Directory.

Madrid, September 14.
It is authoritatively stated that the King has telegraphed to De Rivera entrusting him with the formation of a Cabinet.

Barcelona, September 14.
De Rivera announces that the King has telephonically accepted the Directory, which the military authorities are instituting under the presidency of De Rivera. The King has also accepted De Rivera's proposal to extend martial law all over Spain. De Rivera is leaving for Madrid in response to a summons from the King.

Madrid, September 14.
Martial law has been proclaimed here.

ITALO-GREEK SETTLEMENT.

Evacuation of Corfu Arranged.

Paris, September 14.
The Conference of Ambassadors has sent a communication to the League of Nations expressing its conviction in the efficacy of its measures to settle satisfactorily the Italo-Greek problem and enclosing a copy of its Note to Greece laying down the dates on which various demands must be executed; stipulating that the Inter-Allied supervising commission shall report its preliminary observations on September 22. The Italian Government has announced its decision, under any circumstances, to evacuate Corfu on September 27, but in the event of the commission's report being unsatisfactory, the Conference reserves the right to notify Greece of the penalty, which may take the form of payment to Italy of fifty million lire, in which case the Conference will forego all recourse to the International Court of Justice, except that Italy may apply to the Court individually for the cost of occupation.

Rome, September 14.
The *Messaggero* states that Colonel Beaud, former military attaché to the Embassy at Tokyo, has been appointed to represent Italy on the commission of enquiry into the Janina murders.

ACCIDENT TO AIR MAIL.

Fatal Crash in the Midlands.

London, September 14.
The Manchester-London air mail crashed this evening near Lvinghoe, and five persons were killed, including the pilot and mechanic.

London, Later.
The victims of the aeroplane crash at Lvinghoe included one lady and two men passengers. The machine was en route to Manchester from Croydon, and had passed Leighton Buzzard, flying at its lowest owing to heavy clouds. Thereafter it encountered difficulties, circled several times, then suddenly nosedived into a field. The aeroplane was reduced to matchwood, and all the occupants were killed, their bodies being badly disfigured.

(Other Telegrams on Pages 2 and 3.)

"LOONG SANG" FINDING.

Disaster an "Act of God."

CABLES NOT DANGEROUSLY THIN.

The Court of Enquiry announced their decision, at the Harbour Office, this morning, on the foundering of the Indo-China s.s. Co's Loong Sang.

The finding of the Court was as follows:—

We find that the s.s. Loong Sang, official No. 105383, of London, of which Percy Jowitt was master, was towed out of Kowloon No. 3 dock on August 17th at about 11.30 a.m. (at this time the local red typhoon signal was hoisted) and made fast alongside the dock wall. At 4.30 p.m. on that date the black No. 2 typhoon signal was hoisted and arrangements were made to tow the Loong Sang out to a suitable typhoon anchorage in Kowloon Bay. This was done at 5.30 p.m. and the ship lay moored with 105 fathoms on her starboard anchor and 30 fathoms on port, some 3 cables north of Channel Rocks. The s.s. Loong Sang had no rudder and was unable to get up steam on her main engines, being then opened up for survey. The ship lay in this position until about 9.25 a.m. on August 18th, when she started to drag. The typhoon then was practically on the Colony and the wind was blowing with hurricane force. The Loong Sang in dragging collided with several steamers and probably with the Channel Rocks, when her cables were observed to have parted. The Loong Sang was then entirely at the mercy of the wind and sea, and drifted before the wind, finally colliding with a large oil tanker and doing

great damage to her hull between No. 1 and No. 2 holds, when she started to sink. She continued her drift, passing the Naval Yard heavily down by the bow, until her bow catching the bottom, the ship swung round and foundered at about 11 a.m. in the Southern Fairway, E. S. E. 2 cables from the Harbour Office, and in 8 fathoms of water. Six European officers and some 9 of the crew lost their lives.

In our opinion the moving of the s.s. Loong Sang out to a typhoon anchorage at 5.30 p.m. on August 17th, with a sufficient crew on board to work her cables, was a proper and practical procedure, and one customary to this Port when a ship is in dockyard hands and opened up for survey. We do not consider that the Loong Sang's cables were dangerously thin. We consider that the Master and his officers did all that was humanly possible under the circumstances to save the ship, and we further consider that the action of the Master, when he found the ship adrift, in personally seeing his crew in their life belts was a seamanlike and proper act and one liable to be overlooked under the terrifying conditions that then obtained, and was the direct means of saving 25 lives.

We, therefore, find that the foundering of the s.s. Loong Sang in Hongkong Harbour on August 18th, was an Act of God.

We are of opinion that several heavy typhoon moorings should be laid in Kowloon Bay and with sufficient chain attached for ships to lay with so that in cases of ships under survey at the docks, and with no steam available, they can thus be more securely moored against typhoon.

IN THE JAPANESE INFERNO.

EYE-WITNESS STORY OF TOKYO EARTHQUAKE.

WHEN "ALL HELL BROKE LOOSE."

[SPECIAL TO THE "TELEGRAPH" BY LEHMAN HSEY.]

We were in the grill of the Imperial Hotel, Tokyo, innocent of any danger, deciding between chicken a la king and roast pork with dressing, when suddenly the lights began to flicker and we felt a short warning tremor. Then, a moment later, there was a heavy resounding jar and all hell broke loose. Before we could get up from the table, we saw the beautiful mosaic floor crackle and crack beneath our feet, chandeliers over our heads swing violently, and loose bricks began to fall about our heads.

The suddenness of it all was terrifying. Somehow we stumbled to the panelled side doors, twenty feet away, the floor whirling and tipping like a storm at sea. The doors had become jammed. There were only the four of us in the grill at the time. In the excitement, we burst through them like so much pasteboard, out into the little garden at the rear. The ground swayed and swung, making foothold almost impossible, while from the groaning buildings throughout the city rose a fine dust, darkening the sky. The loud jangle of glass windows for blocks around filled the air, accompanied by low rumbling sounds. Strong gusts of wind struck us as we raced to the shelter of a high fence at the edge of the street, and we had the feeling that the whole island was being flung through space.

Terrible Scenes.

Within a few seconds after the first warning blow of disaster, the offices, houses and shops began to vomit forth their terrified occupants. The first and most violent shocks came consecutively for at least six minutes. From our sheltered position we saw several running towards us to safety, hurled on their faces and pinned under flying blocks of stone. The huge brick canopy at the rear of the hotel shook terribly before careening and crumbling slowly to the earth. At the same moment, the water mains burst and we soon found ourselves in several inches of slime. Cracks and fissures formed at our very feet, pulling the water down with sucking and gurgling noises. Telephone poles were snapped off before our eyes and the air was filled with a mass of tangled wires. The Tokyo Electric Company's great frame structure across the street swayed and slid far out of alignment, while the smaller wooden buildings toppled violently into the street amid immense clouds of dust. The tall fence that had sheltered us for a few moments gave way in the opposite direction and instinctively we fled into the middle of the adjoining street which was now thronged with excited and terrified people. They collided with one another in their fright, tripping over the wreckage that now littered the streets, falling spasmodically as the ground heaved and swung. They were all making for the closest open spaces.

"It is Impossible."

As for the tour of us, we were greatly confused at first, I will admit, but after the first mortal shock of it all we began to take the situation coolly and philosophically, trying vainly to match our wits against the elements. With my own eyes I saw the great Imperial Hotel swing and shake like a leaf in the wind. We clutched one another and fairly screamed above the tumult and uproar. "It is impossible—It's all a terrible dream." But there it was—almost beyond human comprehension. Slowly we worked our way through the mob, often stumbling over prostrate, trampled forms, toward Hibiya Park. Long stone blocks several feet square, forming the entrance, had been hurled like toothpicks to the centre of the roadway. Already thousands had gathered here for safety. By this time, large blotches of smoke appeared in the sky in every direction, fanned by occasional violent gusts of wind from the south. With a crash, the Bosuino restaurant in the park, a newly-constructed building, went down and immediately sprang up into flames, in which three waitresses were reported killed and consumed. The roof of the Hibiya Shrine, under which many of the fashionable Tokyo weddings have been celebrated, slid violently into the shrine compound. A row of tenements behind the shrine fell and from these ruins rose a thick column of smoke that later developed into the fire that destroyed the Yurachuchio section, the Metropolitan Police headquarters and the Imperial Theatre. The Imperial Hotel supposedly earthquake proof, stood the shock better than any other modern building in the city. Some of the ornamental stonework and many of the canopy entrances crashed, but no material damage was done until the first two days later.

A Contrast.

As soon as the ground steadied, I lost my friends in Hibiya Park and walked into Marunouchi, stopping wherever a fresh quake occurred. Most of the older frame buildings had toppled into the street. The Marunouchi, the N.Y.B. building and the Mitsubishi Bank were sadly out of alignment, and I was told by many in the street that the majority of these buildings had been wrecked inside. Fire engines from all over the city were now clanging their way through the mobs to the worst fires in the Yurachuchio section.

I was in front of the Koijo Buildings when the second heavy shock came, and with the thousands of others standing there I ran toward an open space in front of the Police Station. Once more the ground swung and rocked and the buildings groaned in their agony. Fire was now making great headway, and black smoke was belching in all directions. Camera men, with their bulky machines slung over their shoulders, were rushing about, stopping occasionally to snap an exceptionally bad wreck, bellowing and shouting at bewildered pedestrians to keep out of range. Returning hurriedly to the Park I found my friends and we started immediately toward Yokohama by automobile. Swinging out of the Park entrance we were just in time to see the Tokyo Station and Imperial Theatre tumble to the street in flames. We were shocked—it all seemed so impossible. Only two hours before we had travelled placidly along beautiful, wide cobblestone streets, lined with quaint homes sunk in a profusion of flowers and greenery—we had commented strongly on a well appearing cosmopolitan business section. But now only devastation met our gaze. Dead and wounded were lying in the streets, some of the more fortunate crawling to the edge of Hibiya Park.

An Afternoon of Terror.

The whole afternoon was one of terror, shock after shock coming, with fires breaking out in every direction, until the sky was a great pall of smoke. The damage had been terrific on both sides of the thoroughfare. Roofs of houses were in the middle of the street, and everything was a mass of wreckage. Their owners, however, squatted quite calmly on mats wherever their houses had fallen, surrounded by such precious articles as they were able to save. After two hours of driving in the direction of Yokohama we were forced to turn back on account of fallen bridges, wide impassable fissures, and uncontrollable fires. It was nearly dark when we returned almost to Tokyo, taking a very circuitous inland road toward Yokohama, which was

now plainly discernible eighteen miles distant by billows of smoke touched on the under side by red.

A Peaceful Night.

We motored through Aoyama, Yotsuya and Yoyogi and found the damage to be comparatively little, and from the various high spots we watched the fires commencing to circle the city of Tokyo. Martial Law existed everywhere, but there was no communication whatever with any outside point and at the Navy Department, and the Foreign Office no information was available as to what might have taken place at Yokosuka and Yokohama.

With Tokyo burning behind us and Yokohama flaming up before us, we rode for what seemed hours, bumping over cracks and scraping through the tumbled huts of native villages. There were many depressions and hollows in the road, some of them several feet deep, and into one of these we plunged quite unexpectedly. Our gears were stripped and dejectedly we climbed out and shouldered the heavy luggage, bound in a general direction toward red clouds of smoke to the eastward. It was a beautiful night—the sky was dark and all the stars were discernible. Native sons were chirping and and the soft dew of evening was still falling. The air was fresh, scented with native flowers and flavouring of the damp green fields. At midnight we sank down gratefully on mats in front of a little ruined village and had tea and cakes with the natives. There we rested and at the break of dawn we proceeded toward Yokohama, which we learned was twelve miles distant.

In Yokohama.

As dawn we found Yokohama as dark as night. Everywhere natives were fleeing inland—terrible-looking people some of them were with black, bleeding faces and singed hair. The bodies of a few dead, burned and still smoking, were seen here, a slight warning of what was to be seen later in the city. In the open spaces near Sakuragicho Station lay hundreds of bodies, some of them still moaning. We dared not stop but plunged onward toward the Bund, now scarcely meeting a living soul. With coats over our heads and wet handkerchiefs to our faces, we stumbled through the remaining debris of Yokohama. The waterfront where we were fortunate in finding a shipman. The Bluff was flattened and almost unrecognizable, while the Bund seemed to slope into the sea. Nowhere was there a single familiar landmark. The "Steel Navigator" received us with untended kindness. Here the sick were accorded every possible help, clothes were given and smoke shaned around. Too much cannot be said for the officers and crew who gave their aid, shared their food and clothing with refugees regardless of nationality.

TO-DAY.

Closing Exchange 2s. 3. 7/16d.
High Tide 0.55 p.m. Low Water 6.26 p.m.
Lighting Up-Time 6.28 p.m.

News in To-Day's New Advertisements.

Whiteaway's advertise special lines in mens' fur felt hats.—Page 4.

The latest "Triumph" motor cycles models have arrived here. See "Motor Supplement."
Sincere's draw attention to their mens' tailoring dept.—Page 4.

LISTEN.

You can make your business interest others only when it interests you overwhelmingly.

The new model "Harley Davidson" embraces many excellent features. See "Motor Supplement."

Alex Ross & Co. give latest "Ford" prices in "Motor Supplement."

Brunswick machines were used in Hongkong. Broadcasting Trials Page 7.

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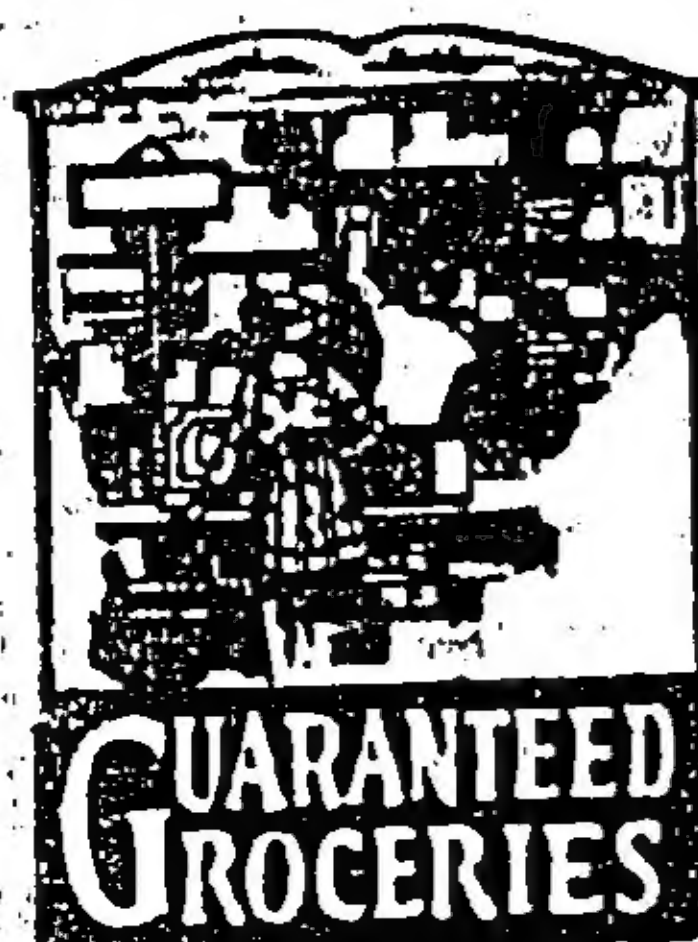
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EARLIER TELEGRAMS.

THE JAPAN DISASTER.

London, Sept. 14.

Dealing with the effect of the earthquake on the rice market, J. A. Anderson and Company's report estimate the carry over in Japan up to November 1, to be 891,000 tons. Stocks of rice in Tokyo on July 1 amounted to from 55,000 to 60,000 tons, of which fifty or perhaps 75 per cent. were destroyed. As there is little or no rice in Yokohama even if entire quantity in Tokyo were destroyed this would equal less than seven per cent. of the estimated carryover. It is believed, the new crop which will begin to arrive in November will be only an average crop, say 8,000,000 tons, but no reliable estimate can be formed till the government figures are published. The situation may therefore be said to turn firstly on the ability of Japan to tide over the period between now and the arrival of the new crop without having to make large purchases of foreign rice, and the surplus appears to be sufficient for this purpose; second on the size of the new crop. Meanwhile, it is possible to overrate the shortage of rice due to the disaster. It has been done the considerable advance in prices of Bangkok, Siam and Saigon rice will hardly be likely to be maintained. It is noteworthy that the Japanese Government has removed import duty on all foreign rice.

London, Sept. 14.

Ten thousand attended a meeting of the Salvation Army at Albert Hall to express sympathy with Japan. It was announced that General Booth's relief fund has already reached £31,000. The proceedings included a memorial service to missionary victims.

News from the Consulate.

Between the 4th and 6th 23,000 refugees have left Tokyo by steamers, while the exodus by railway from the 4th to 8th aggregated half a million. A large number of refugees have left by other means of transportation. About 220,000 people have arrived in Tokyo to look for relatives and friends. In Tokyo up to the 10th 74,000 corpses had been recovered and cremated.

Scattered in various parts of Tokyo the number of homeless refugees are as follows: 13,000 in Tsukijima, 5,000 in Mynamiseiji, 3,000 in Mukojima, 100,000 in Asakusa, 40,000 in Uyanu, 10,000 in Shiba Park, 10,000 in Babasaki, 3,000 in Kuidan Park, 12,000 in Fukawa, 2,000, Kameide, 14,000, Terajima, 400 Botanical Gardens, and 800 Eceijima.

Of 93,000 buildings in Yokohama 67,000 have either collapsed or been burned down. Yokohama had a population of 600,000 before the disaster, and of these about quarter of a million remains in Yokohama, others who escaped having left for other places.

In Kanagawa Prefecture, outside Tokyo, 53,000 houses have collapsed and 4,500 been destroyed by fire. Seventy houses have been washed away by tidal waves. There are 22,000 partially burned buildings. The casualties comprise 4,300 dead and 24,000 wounded.

In Saitama Prefecture the casualties comprise 200 dead and 370 wounded, 5,700 buildings have been totally destroyed and 4,000 partly damaged.

More Chinese Survivors Arrive.

Another batch of Chinese survivors from Yokohama arrived by the steamer Kutsang yesterday morning. A party of Chinese merchants representing the Tung Wah Hospital and the Chinese General Chamber of Commerce went on board when the ship arrived, accompanied the refugees ashore and had them sent to several boarding houses where they will stay until they return to their homes in the interior. There were forty-three in the contingent, most of them being men.

Yesterday afternoon the refugees attended at the Tung Wah Hospital where they were questioned severely by the Directors of the institution as to their occupations, names, addresses in Japan, and their destinations, the questioners seeking the names and other particulars with a list obtained from the officers of the Kutsang. The practice adopted in

regard to the first batch of destitutes in the matter of monetary assistance was followed yesterday, \$15 being given to every adult and \$10 each to the children. The refugees were also given white cloth badges with inscriptions testifying that they holders are bona fide refugees and asking the Chinese Government to protect them from press gangs whilst travelling in Kwangtung.

The Tung Wah Hospital will send a telegram to the Chinese Chamber of Commerce at Kobe on Monday with a view to ascertaining the number of Chinese survivors remaining in Yokohama and other places affected by the earthquake.

We are indebted to the Japanese Consulate for the following news which was received from Tokyo on Thursday night:—

Hospitals on Way to Yokohama.

The U. S. A. T. Somme left San Francisco Sept. 6 with one base hospital and twelve field hospitals, totalling 4,000 beds. The Somme carries a total of 4,250 cubic tons of cargo, consisting in addition to the hospitals, of 52 infirmaries, four field laboratories, tents, cots, bunks, rice, milk and medical supplies. She also has ten doctors, six army nurses and 41 enlisted men of the medical corps.

Added to the hospitals sent from Manila, which totalled 2850 beds, this will make 6,850 beds sent by the army, or about three times the total number of beds available in all of the hospitals in the Philippine Islands combined.

A total amount of P2,432,786 20 has been donated by the army from Manila, according to figures given out at Ft. Santiago. This includes the amount spent until the time the second transport, the Meigs, sailed. Cost of personnel, operation of transports, articles loaned, such as trucks, blankets, and clothing is not included. The figures given include only food, medical supplies, etc.

HEAT EXHAUSTION

is very often largely due to constipation. When the bowels are acting freely and regularly the system keeps cool and sustains its strength much longer than when constipation is present.

Headaches, biliousness, disordered liver and vertigo are all symptoms of constiveness. If troubled by any of these symptoms try Pinkettes and see how quickly you will feel relief. Of dealers everywhere, Pinkettes can also be had post free at 60 cents per box from Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

No other so good!

Over in Turkey grow rich aromatic tobaccos. We buy the choicest selections and combine them with the best American tobaccos.

The result is Chesterfield cigarettes—the kind that satisfy. That rare old-time tobacco taste wins right and left.

One package of Chesterfields will show you why—no other cigarette can be quite so good.



Chesterfield CIGARETTES

LIGGETT & MYERS TOBACCO CO., U.S.A., Manufacturer

They Satisfy

PHILATELIC SOCIETY.

Lack of Support.

The annual meeting of the Hongkong Philatelic Society was held in the offices of Messrs. Hannibal and Company, Mr. John Robertson presiding over a poor attendance.

Before moving the adoption of the report and accounts the Chairman said: From the philatelic point of view the past year has been very successful. Stamps from the Malayan Society of high values and many varieties have been circulated and purchases have been made by members to the value of \$1,500. Several local packets were also made out, but the quality of the stamps cannot be compared with those from Malay and I regret to say that these packets were indifferently supported by the majority of the members.

The working of the Society has been anything but successful, chiefly owing to the bye-laws having been ignored by some of the members. Our Secretary has had endless trouble in keeping in touch with packets in circulation and also in collecting accounts when due. As an example of this, on two occasions Malay stamps were kept by different members for a period of six weeks, and on several occasions our Secretary had to pay personal visits to the members, which entailed much inconvenience and valuable time, before recovery of the stamps could be made. The Society has, up to a point, been extremely useful to collectors, but unless members adhere to the rules it is difficult to see how it can be successfully continued.

The passing of the Society will be viewed with considerable regret, but unless proper support and cooperation from the members is forthcoming the question of winding up will have to be seriously considered. No questions being asked the Chairman proposed the adoption of the report and accounts. Mr. Reid seconded and the motion was carried.

The next matter dealt with was the future of the Society. Mr. D. A. Rozario said the Society should continue and carry on the good work that had been done.

Mr. O. B. Raven suggested that the existence of the Society be advertised in the papers with a request for more members.

The Chairman: There is no question that the Society is lacking in support, and besides this it has not received the cooperation of members. Unless cooperation is forthcoming I don't see how it can be continued. I suggest that a circular be drawn up stating clearly the state of affairs, this to be sent round to members to let them understand that unless they come forward and cooperate we shall have to wind up the Society.

As regards the election of officers for the current year the Chairman said he regretted to say that Mr. D. J. Brown, the Secretary, did not propose to stand for re-election. He was sure all would sympathize with

should continue and carry on the good work that had been done.

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Mr. Brown under the circumstances.

On the suggestion of Mr. Rozario it was decided that the election of officers be deferred until the circular had been sent round to members.

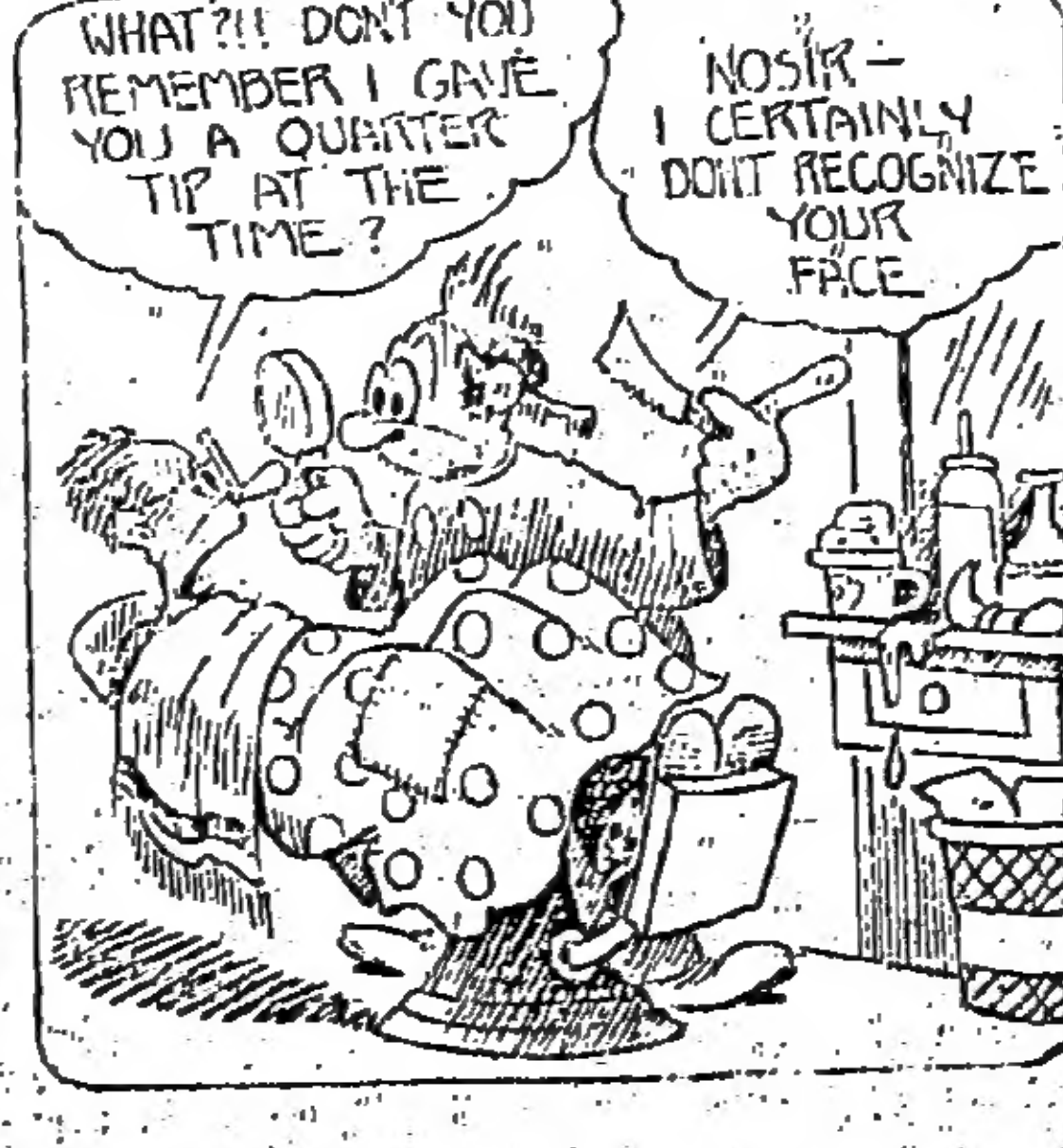
An extraordinary general meeting may afterwards be called for the election of officers. In the meantime Mr. Brown and the Committee will continue in office.

The meeting ended with a vote of thanks by the Chairman to the Secretary for what he had done in the past year.

HEADMISTRESS BORN IN HER SCHOOL.

Miss Louisa Swaine, headmistress of the Bankfoot Church School, Bradford, who retired the other day, was actually born in the school, attended it as a pupil, served as a teacher in it, and in 1900 became head, in succession to her father, who had been headmaster for 45 years.

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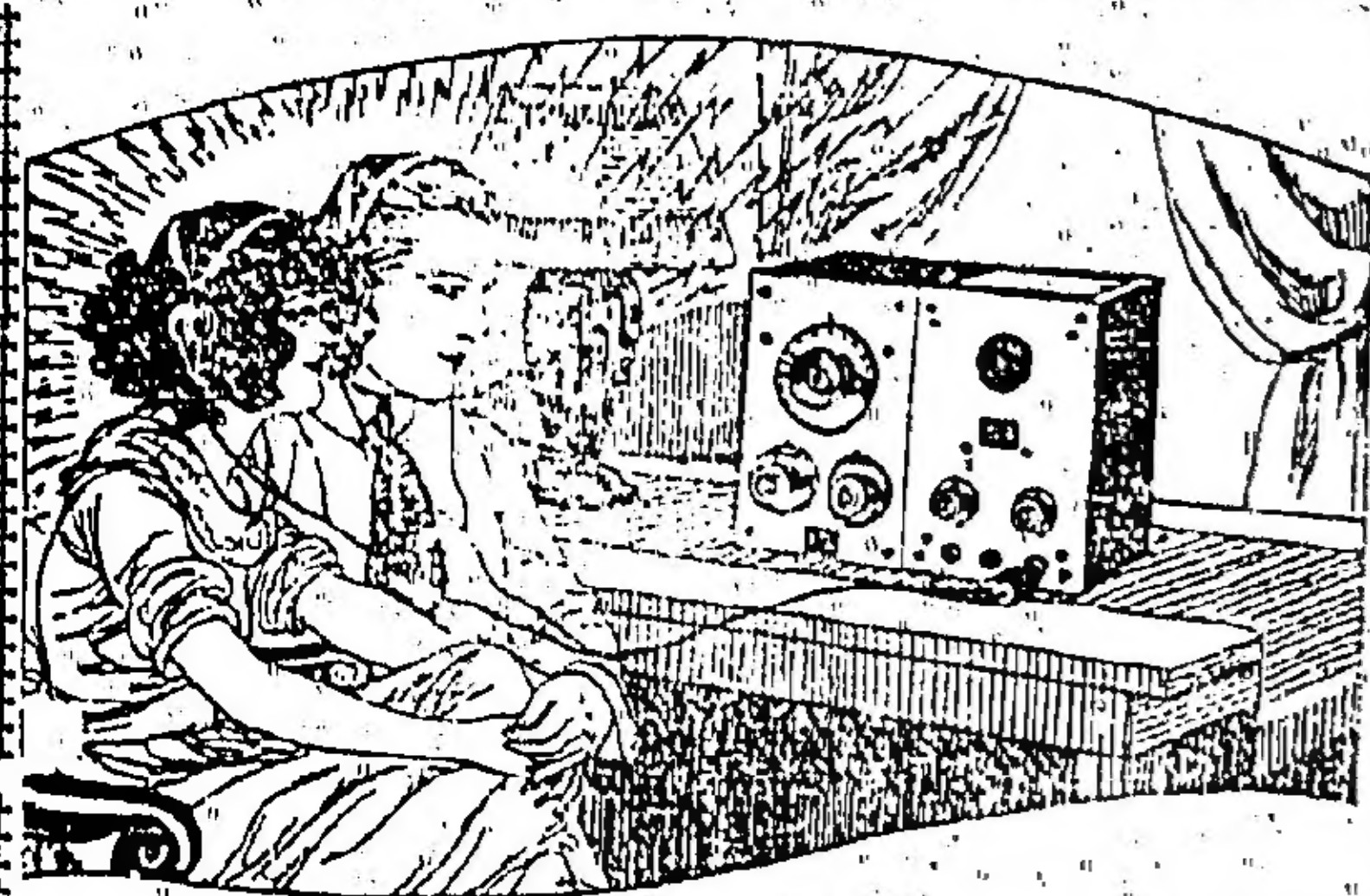


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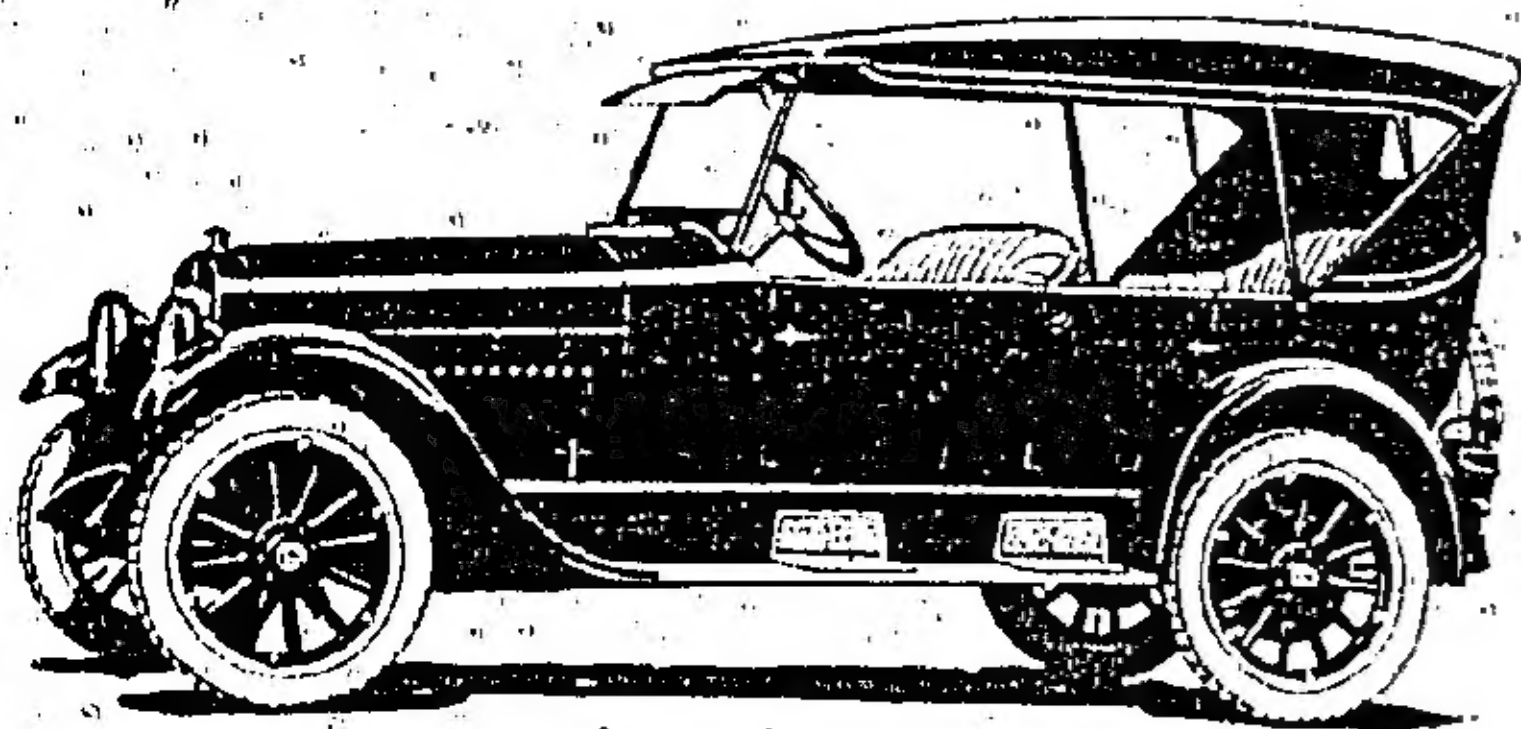
60th ANNIVERSARY GRAND CHARITY DRAW

In aid of the funds of the Society for the support of the Poor of Hongkong.

50 VALUABLE PRIZES,

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1923 MODEL 5-SEATER STUDEBAKER CAR \$2,700.



"Guthrie" Piano-Player (\$350); "Norac" (\$475); "York" Brunswick Phonograph (\$400); "Singer" Electric Sewing Machine (\$250); "Gecophone" Radio-Set (\$225), and 4 other prizes.

Tickets are now on sale at various clubs, etc. They may also be obtained at the Hongkong Hotel Garage.

Prizes to be drawn for on night of the "Al Fresco" Fete, 2nd December, 1923.
F. H. BARNES, President.
SIMON TSE YAN, Vice-President.
J. P. SHERRY, Treasurer.

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(VOSGES)

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- 3.—*Albuminuria*.—Especially albuminuria indicating renal irritation; albuminuria due to gravel, slight mechanical and residual albuminuria. Functional albuminuria. Chronic albuminous nephritis.
- 4.—*Inflammatory affections of the urinary system*: pyelitis, pyelonephritis, tubercle or chronic cystitis.
- 5.—*Biliary lithiasis* with or without hepatic colic; hepatic colic due to gall stones; hepatic colic caused by increased consistency of bile, catarrh of the biliary ducts; gouty hepatic colic, habitual constipation allied with biliary insufficiency.
- 6.—*Gastric disorders*.—Dyspepsia of gouty subjects; secretory dyspepsia, atonic dyspepsia.
- 7.—*Intestinal disorders*.—Constipation due to insufficiency of the biliary secretion, or of a diarrhetic or atonic order.

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15, WING WOO ST. CENTRAL.

KOWLOON CRICKET CLUB.

The Annual Meeting.

The Vice President (Mr. R. E. Lindsell) presided at the annual meeting of the Kowloon Cricket Club held in the Club house last evening. He was supported by the Hon. Secretary (Mr. P. Heathcote) and the Hon. Treasurer (Mr. H. E. Stevens).

Proposing the adoption of the report and accounts, the Chairman said the net profit on the working account for the eleven months of the Club year—at the last meeting the Club decided to close the year at the end of July instead of August as previously—amounted to just over \$4,000, as compared with \$5,125 for the twelve months preceding. Taking one month's profits as averaging about \$370, on the twelve months working they would thus have made about \$800 less than they did last year. This decrease, however, was almost entirely accounted for, firstly by the drastic way in which they had written down the value of their pavilion and furniture—a step which, in view of the likelihood of the Club having before many years to move to new quarters, he trusted the meeting would consider wise—and secondly, by the increase in their wages bill, which was partly a sign of the times and partly due to their new policy of running the bar.

Bar Profits.

Members would remember, Mr. Lindsell proceeded, that at the last meeting Dr. Forsyth commented adversely on the small size of the previous year's bar profits. The Secretary put forward some suggestions and a special Bar Committee was appointed with Mr. Herdridge as convener, Mrs. Herdridge as the Sub-Committee entirely revolutionised the way the bar was run. They engaged a bar manager at a high wage and had certainly kept a tight hold on all issues from store. The result had been entirely satisfactory, for although their wages bill had been increased, the profits had risen from \$3,295 last year to \$4,765 this year. That was an increase of about \$1,400 on eleven months working only, and a jump from 20 per cent. to somewhere about 30 per cent. He thought that the efforts of the Bar Committee were worthy of special commendation (Applause).

Proceeding the Chairman said the question arose as to reducing the price of drinks (Hear hear). He thought that all the members would agree that the Club ought not really to be a money-making concern. They had now a cash balance of something over \$25,000 and he thought that that entitled them to adopt a somewhat more liberal policy. On that head he would welcome proposals, later.

There were, Mr. Lindsell said, several directions in which increased expenditure must benefit the Club, and the cutting down of their bar profits by lowering the prices of drinks would still leave them with a profit on their working account at the end of the year. It might interest members to know that in 1908 their reserve was only \$1,500 and their profits \$8,000, whilst for the year before, the profits were only \$87. The membership then was only 193; it was now 449. Incidentally of the 193 there were only 27 still on the books. The Chairman added that the Club had had quite a successful year both financially and in the world of sport.

Mr. E. Abraham seconded the adoption of the report and accounts, and several questions having been satisfactorily answered by the Chairman, the motion was unanimously agreed to.

Election of Officers.

Officers for the year were elected as under.

President: Dr. C. Forsyth.

Vice President: Mr. R. E. Lindsell.

Captain: Mr. J. P. Robinson.

Vice-Captain: Mr. B. D. Evans.

Hon. Secretary: Mr. S. L. Green.

Hon. Treasurer: Mr. H. E. Stevens.

General Committee: Messrs. E. Abraham, H. Overy, V. C. Labrum, J. Hyde, J. Corley, G. W. Avenell, W. Goldberger, and J. C. Fletcher.

Billing Committee: Messrs. W. J. Edwards, B. D. Evans, C. J. Tacchi, A. W. E. Davidson, R. E. Nicholls, H. Davies, T. Monaghan, R. Pestonji, J. Spittles and E. J. Edwards.

The usual honorarium of \$300 each was voted to the Hon. Secretary and Hon. Treasurer.

EARLIER TELEGRAMS.

SPANISH MILITARY REVOLT.

Madrid, Sept. 13.

It is learned from an authoritative Ministerial source that a document has been distributed among the garrison at Madrid declaring that the Government have lost all public confidence owing to immorality, corruption and their disastrous policy in Morocco.

Captain-General of Madrid Godes, who was summoned to appear before the Cabinet, gave an assurance that the garrison at Madrid is ready to guarantee the maintenance of order.

Barcelona, Sept. 13.

Martial law has been declared, and, acting under the orders of Primo de Rivera, General Llorens has taken over the administration of the province of Barcelona. The military authorities have also seized the power in the Catalan provinces, apparently without difficulty.

Following a disturbance arising from anti-Spanish demonstrations by the Catalan Separatists, the Captain-General of Barcelona, Primo de Rivera, has issued a proclamation announcing that the military authorities have decided to take over the power, and have occupied the central telephone office and enforced martial law, established a censorship, claiming that the garrisons at Madrid, Saragossa and Seville adhere to the movement stating that proceedings will be instituted against the Foreign Minister and the President of the Council, and that a Government will be established under the military authorities.

The movement is not directed against the King of Spain but against the Government.

Madrid, Sept. 13.

The Cabinet, after an all-night sitting, have issued the following statement:

"Apparently, the military forces in certain districts are disposed to concur in the attitude of rebellion of De Rivera. The Cabinet is in permanent session and will only yield to force."

The King of Spain will arrive at Madrid to-day.

San Sebastian, Sept. 14.

Foreign Minister Alba has declared that having learned that the military coup was particularly directed against him, he has tendered his resignation and is not returning to Madrid at present.

Madrid, Sept. 14.

The executive committees of the Socialist party and General Union of Workers have appealed to Labour to hold aloof from the military movement directed by Generals devoted to the palace.

Paris, Sept. 14.

It is reported from Barcelona that the leader of the revolt, Primo de Rivera, Marquis de Estella, in an interview said that news from Madrid gave hope that the Government would give them satisfaction when the King arrived. The new policy would include rigorous repression of revolutionary Communists and Separatists. They would endeavour to realise the chief aims of the Government in Morocco, whereafter they would limit action there in order to relieve the country from the excessive burden, the campaign involved. They would pursue a policy of peace in international affairs.

Madrid, Sept. 14.

A semi-official communique declares that the expression "military revolt" incorrectly describes the position. It emphasises that calm prevails in Madrid, Barcelona, Saragossa, Bilbao and other principal towns. Troops are everywhere confined to barracks. The streets present their accustomed aspect and shops and offices are open. Work has not ceased.

Barcelona, Sept. 14.

Military action is only visible in the occupation of the telegraph and telephone offices. Primo de Rivera publishes a telegram, he has received, signed by the Captain-General at Madrid and four Generals, adhering to the movement, pending the arrival of the King, who is to decide what should be done. De Rivera in a statement to the press, declares that he is inspired by the example not of Mussolini, but of the Spanish hero General Prim.

Madrid, Sept. 14.

The King has not yet arrived from San Sebastian. King Alfonso XIII. arrived at the capital to-day and conferred with the Premier. At the close of the conference it was announced that the Cabinet had resigned.

ENFORCING PROHIBITION.

Washington, Sept. 14.

Attorney General Daugherty in an "opinion" sent to President Coolidge, declares that the Navy cannot legally be used to enforce prohibition and can only be used as an "enforcement agency" by special authorisation of Congress or in an emergency wherein civil processes are impotent.

AIR SPEEDING.

New York, Sept. 14.

Piloting a Navy Curtiss racing plane Lieutenant Brow attained an officially recorded speed of 244.15 miles per hour at Mineola. He travelled at a speed of 255 miles an hour for one round of the course with the wind.

VILLA'S ASSASSINS.

Mexico City, Sept. 14.

Jesus Salas, a member of the Lower House of the Legislature, who confessed to being the leader of the assassins of Villa, has been sentenced to twenty years' imprisonment.

THE FIUME DISPUTE.

Rome, Sept. 14.

A semi-official statement denies the alarmist reports regarding the Fiume situation and ridicules the talk of danger of war. It says negotiations with Jugo-Slavia continues.

OBITUARY.

Melbourne, Sept. 14.

The death is announced of Senator Millen, a former Minister of Defence.

On the motion of Mr. Nicholls seconded by Mr. J. Fraser, Messrs. J. P. Robinson, W. J. Edwards and J. Spittles were elected life members of the Club. It was mentioned that all three had been members of the Club since its inception.

Mr. J. P. Robinson, in a few reminiscences, informed the meeting that Dr. Swann was responsible for starting the Club, and it was formed at a meeting in Watson's Dispensary in 1902. Cricket was first played behind Dr. Swann's house. The piece of ground where the mule stable now stood, was the cricket ground. Then the Club went to a pitch near Humphries Buildings, but there were so many windows being broken there that they had to clear out of it. When the Club first won the League championship they had to borrow a ground to play on. Various other matters were discussed, and the meeting concluded with thanks to the outgoing officials, Committees and the Chairman.

THE VICTROLA

It gives joy to all.
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A FAMOUS CANADIAN BEER

U.B.C. (LION BRAND)

There was a young man of Amoy

Who went into the bar and said "Boy"

"If there's no Lion Beer"

There'll be murder I fear

But the boy said "Have got" Shrieks of joy!!

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provide immediate relief from pain and irritation, and are a certain cure in about 48 hours. Blensan Capsules are superior to all other analgesic made in a model laboratory to preserve the most hygienic principles.
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TIME-TABLE

(From 1st June, 1923.)

Week Days.	Sundays.
7.00 a.m. to 7.18 a.m. every 15 min	7.00 a.m. to 7.10 a.m. every 15 min
8.00 " " 8.20 " " 10 min	7.30 " " 9.30 " " 10 min
8.30 " " Stopping.	11.15 " " 12.00 noon " 15 min
8.37 " " Stopping.	12.00 noon to 1.00 p.m. " 10 min
8.47 " " Stopping.	1.00 p.m. to 2.30 " " 15 min
8.54 " " Stopping.	2.30 " " 4.30 " " 10 min
9.04 " " Stopping.	4.30 " " 5.30 " " 15 min
9.11 " " Stopping.	5.30 " " 6.30 " " 10 min
9.20 " " Stopping.	6.40 " " Stopping.
9.30 a.m. to 11.00 " every 10 min	6.47 " " Stopping.
11.30 " " 11.30 p.m. " 15 min	6.57 " " Stopping.
	7.04 " " Stopping.
	7.13 " " Stopping.
	7.20 " " Stopping.
	7.30 " " Stopping.
	7.37 " " Stopping.
	7.47 " " Stopping.
	7.54 " " Stopping.
	8.03 " " Stopping.
	8.10 " " Stopping.
1.30 p.m. to 4.00 " every 10 min	
4.00 " " 4.30 " " 15 min	
4.30 " " 6.30 " " 19 min	
6.40 " " Stopping.	
6.47 " " Stopping.	
6.57 " " Stopping.	
7.04 " " Stopping.	
7.13 " " Stopping.	
7.20 " " Stopping.	
7.30 " " Stopping.	
7.37 " " Stopping.	
7.47 " " Stopping.	
7.54 " " Stopping.	
8.03 " " Stopping.	
8.10 " " Stopping.	

Saturday—Extra Cars:

12.00 Midnight.

Night Cars:

Weekdays and Sundays.

8.50 p.m. to 9.00 p.m. " 9.20 p.m.

9.30 " " 11.00 p.m. every 30 min

11.15 " " 11.45 " " 15 min

11.45 " " Stopping.

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THREE SLIPWAYS

CAPABLE OF HANDLING SHIPS UP
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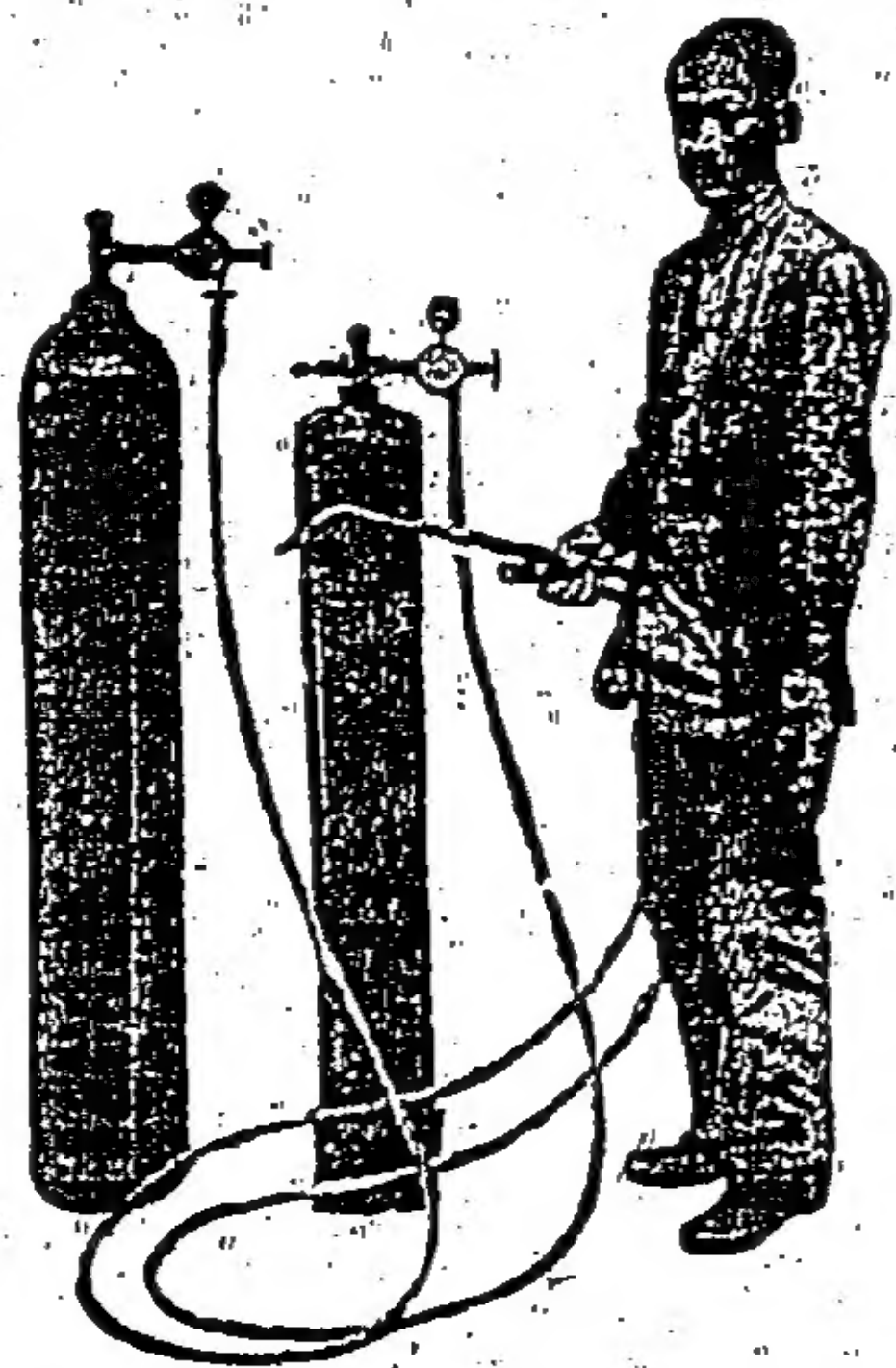
ELECTRIC CRANE AT SEA WALL CAPABLE OF
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GOLD RESERVES.

What the United States Holds.

The extent to which Europe's gold has flowed across the Atlantic in the last few years is shown by Sir W. Jayson's statement in the House of Commons that the United States now holds 45 per cent. of the world's total. The most reliable statistics fix the total gold money in the world at £2,000,000,000, of which about £900,000,000 is in the United States, almost equally divided between the Treasury and the Federal reserve banks. Of the remainder, the British Empire

holds approximately 12 per cent., France 11 per cent., Japan 6 per cent., Spain 5 per cent., and Germany and Holland about 2½ per cent. each. These figures apply only to gold coinage. It has been estimated that the total gold in the world already mined amounts in value to £3,500,000,000, and is being added to by some £50,000,000 each year, towards which the mines of the British Empire contribute nearly 70 per cent.

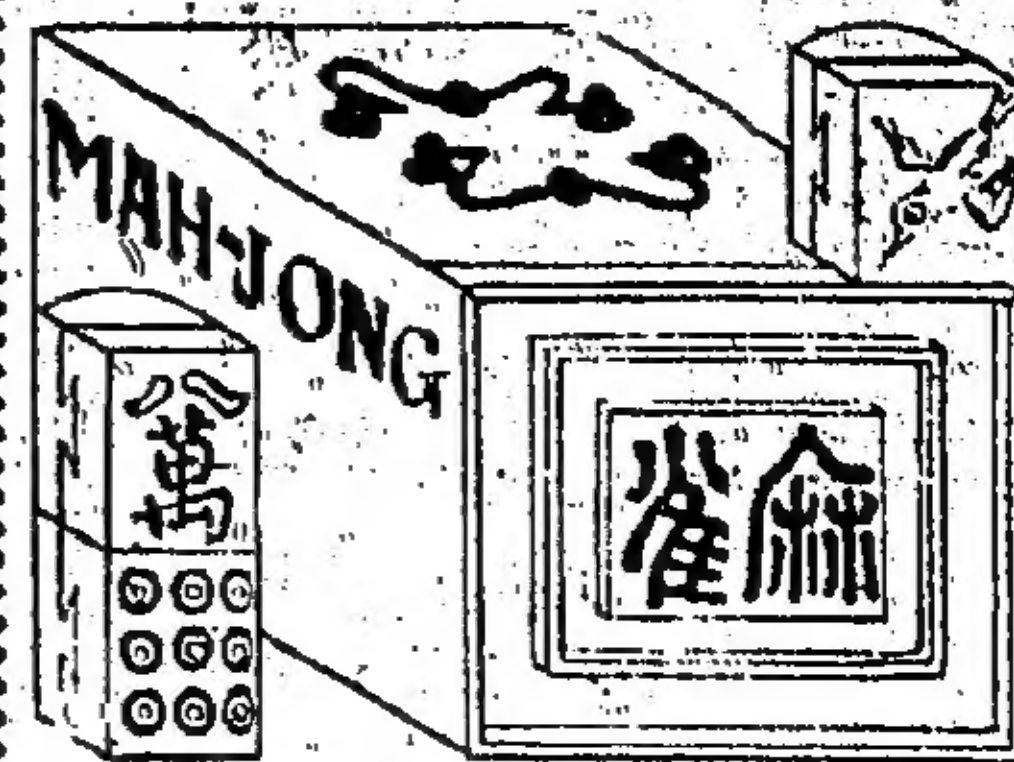
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you know you have the best. If you do not, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using Toric lenses. It would also be possible to use a motor car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of Torics, their deep inner curve conforms to the natural motions of your eye. Toric lenses of any prescription are manufactured by Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians, located in 53, Queen's Road Central.

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NEW STOCK JUST RECEIVED



NO. 23½ WHITE LISLE THREAD SOCKS.

High Special Heels

Sizes ... 0 1 2 3 4 5 6 7 8 9 10
per pair 75c 80c 85c 90c 95c 95c 95c \$1.00 \$1.10 \$1.15 \$1.20
inches ... 4 4½ 5 5½ 6 6½ 7 7½ 8 8½ 9

NO. 14 WHITE LACE Lisle THREAD SOCKS.

Sizes ... 0 1 2 3 4 5 6 7 8 9 10
inches ... 4 4½ 5 5½ 6 6½ 7 7½ 8 8½ 9
per pair 75c 80c 85c 90c 95c 95c 95c \$1.00 \$1.10 \$1.20 \$1.30 \$1.40

NO. 408 WHITE COTTON SOCKS STRIPED TOPS.

Colors Stripe Saxe, Sky & Mauve

Sizes ... 0 1 2 3 4 5 6 7 8 9 10
inches ... 4 4½ 5 5½ 6 6½ 7 7½ 8 8½ 9
per pair 95c 95c \$1.00 \$1.10 \$1.15 \$1.25 \$1.35 \$1.40

NO. 37 WHITE LISLE THREAD 3/4 SOCKS.

Sizes ... 2 3 4 5 6 7 8 9 10
per pair \$1.35 \$1.40 \$1.45 \$1.50 \$1.55 \$1.60 \$1.65 \$1.75

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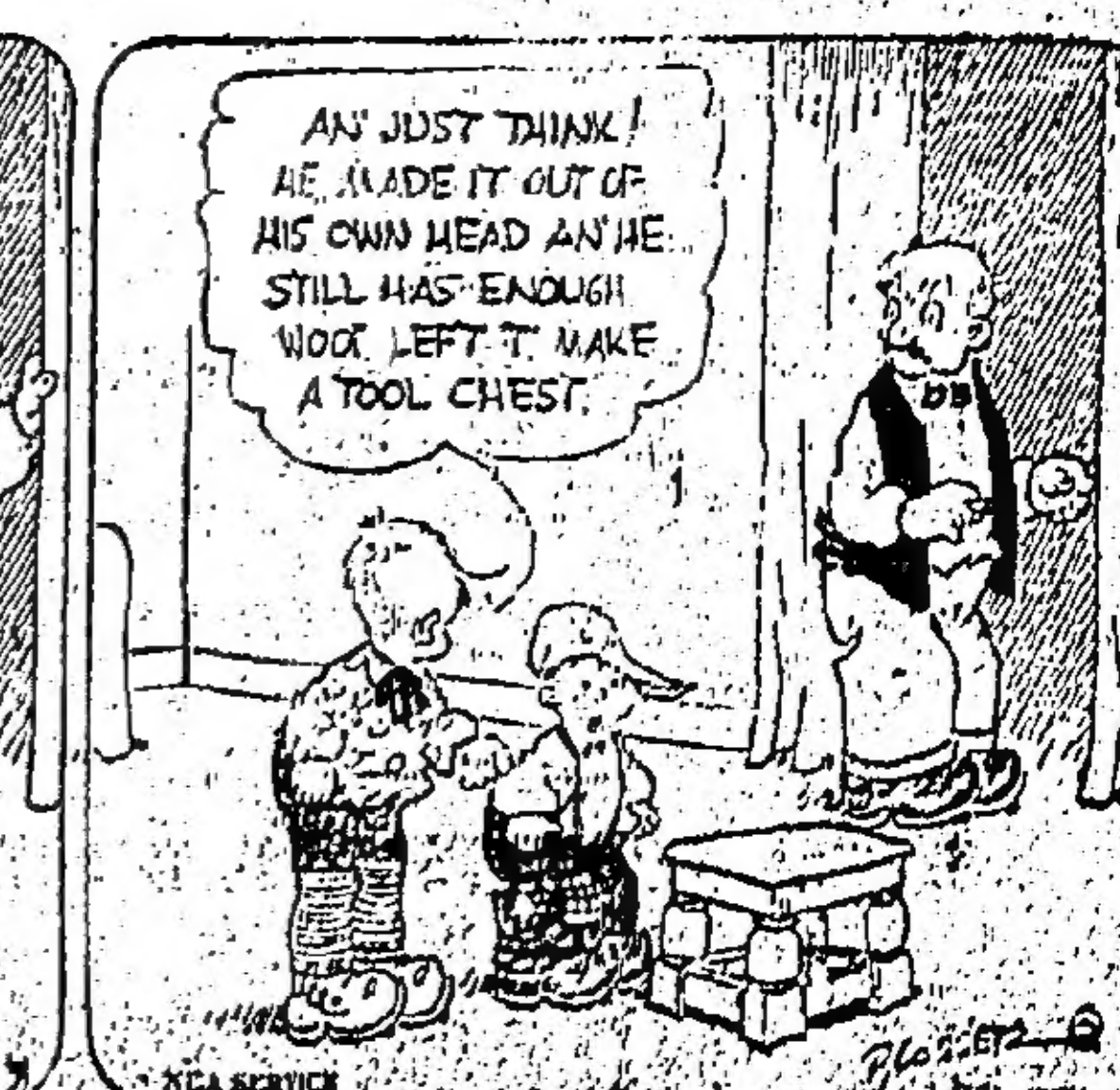
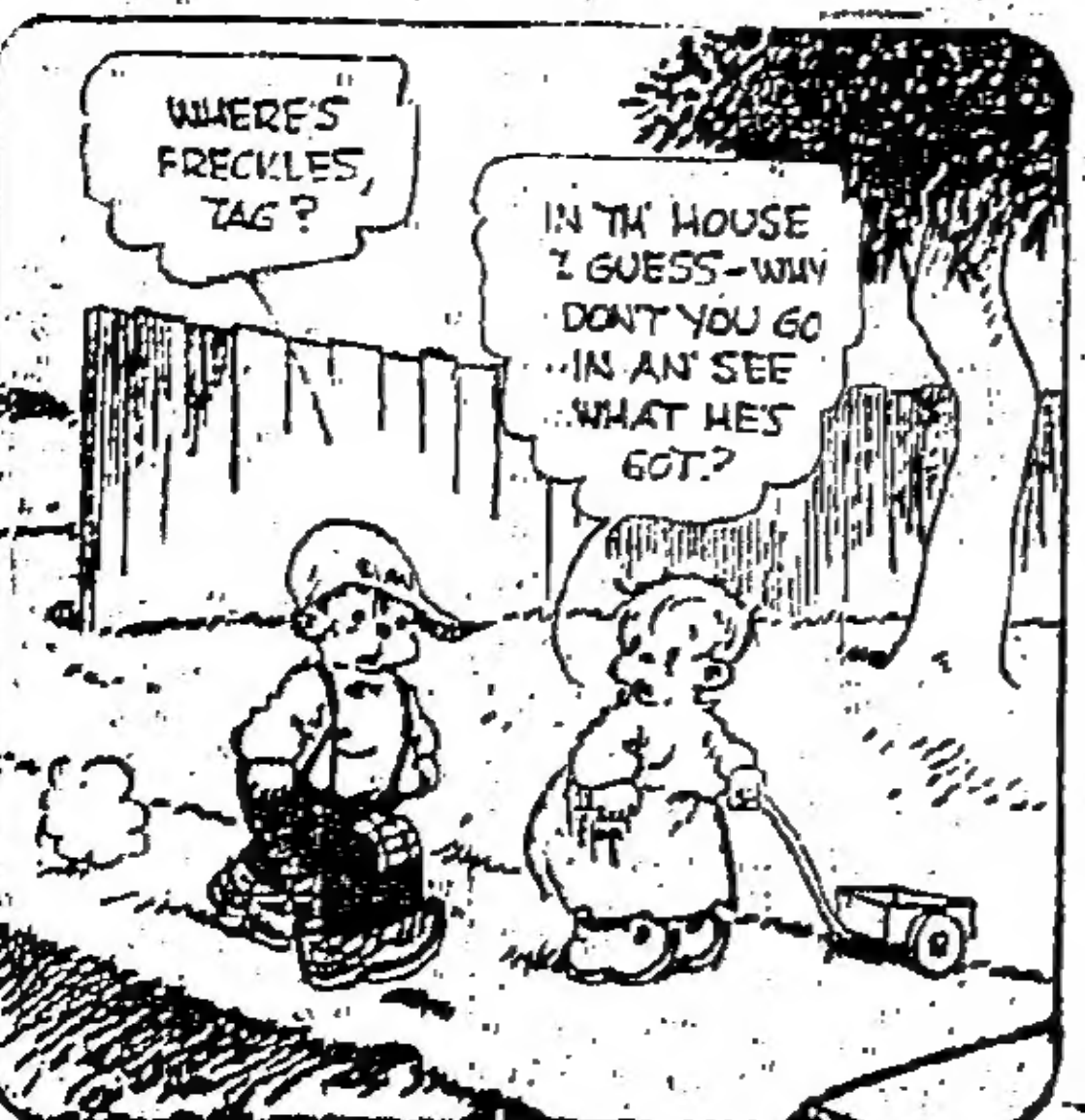
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You will arise refreshed, full of vigour and energy, if you make it a habit of taking

WATSON'S

Effervescent LIVER SALT.

It acts gently on the liver, kidneys, and bowels, and eliminates from the system all impurities. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc., etc.

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The Telegraph.

HONGKONG, 15th Sept., 1923.

THOSE REGULATIONS.

The more we hear of the nature of the proposed regulations under the Piracy Prevention Ordinance, the more convinced are we that they are lacking in practicality. In the matter of resisting pirates, it is laid down that the officers of ships are to exercise no discretion whatever—they must resist, whatever the circumstances may be. That appears to us to represent the height of folly. We should have thought that officers are employed on boats for the express purpose of using their discretion. They have to exercise it every hour of the working day or night. To tell them that they must not, as we have already had occasion to remark, to restrain them from exercising their intelligence.

There are other clauses in the regulations which perpetuate the impression that the master and his officers are regarded merely as automata. They are not even regarded as the servants of their employers, but rather of the Government. Their appointment and continued employment on river steamers are, according to these regulations, to be in the absolute discretion of the Governor-in-Council, and it is further laid down that "officers who for any reason are considered by the Governor-in-Council to be unfit to take part in the defence of the ship shall not be permitted to sign on the ship's articles, and if they have signed, they shall cease to be employed as officers on the ship." The effect of that regulation is to make an officer's certificate of competency of "no account, or at any rate of less account than the opinion of the Governor-in-Council. It is to be noted, also, that an officer may be turned out of a ship under this regulation not because of inefficiency in his calling but because he may be considered unfit to take part in the defence of a vessel. We had an idea that an officer's business was to navigate the ship—the defence of it surely does not lie with him. We can even envisage circumstances under which he might decline to endanger his own life, the lives of others, and the safety of the ship by defending the shipowners' property. Under this regulation, the master and

officers become servants of the Government, even though the Government does not pay them. They are to be even more still—fighting servants of the Government. The whole thing looks to us like converting merchant vessels into naval ships, with somebody else paying the officers' salaries.

Seafaring men who have passed in tests of competency will naturally object to any regulations which make it possible for them to be thrown out of work for reasons other than those of inefficiency in the discharge of their proper duties. In fact, we should very much doubt the validity of any such regulations, even were they declared to be in force. For these and other reasons, we trust that the regulations will be drastically amended. It seems to us that the situation is only being complicated by the issuing of such a confused mass of regulations. The mere drawing up of rules will not prevent piracy. Continuous naval escorts in danger zones would be far more effective.

The Trouble in Spain.

There is nothing surprising in the Spanish "revolt" to the student of affairs in that corner of Europe. It really amounts to another attempt by the Junkers of Spain to obtain control of affairs. The centre of Spanish society, and even the activities of the Court, revolve on the clique of army officers who are the self-appointed dictators of the country. On several occasions these military dilettantes have made, or unmade, Premiers and Cabinets, and the Government of "Spain" has been a mockery of democracy. The revolutionaries, who are loyal to the Crown but contemptuous of the civil authority, are apparently of opinion that it is time the Ministers be changed—so they are proceeding to "effect" the change in their own, autocratic fashion. That the origin of the trouble should be in Barcelona is also nothing new or strange—it has always been a hotbed of plotting in opposition to Madrid. The charge brought against the present Government is that it has lost all public confidence, owing to its immorality and corruption and its disastrous policy in Morocco. Well, anything will do "as a weapon in politics and in revolutions. We cannot express a fair opinion as to the morality or otherwise of the Spanish Cabinet, but one can query the right of the military faction to decide when a Ministry has lost "public" confidence. And as for the Morocco disasters—it was the military service that took the field, and failed! The whole affair savours so much of the autocracy of the Middle Ages that we can only hope the commonality of Spain (with Communist agents already at work in their midst) will not take it into their heads to substitute the evil of Fascism with the worse one of Bolshevism. It would seem that the Spanish military leaders have also forgotten the lessons of the French Revolution; which is a great pity.

Armed Footpads.

The very audacious "hold up" in Kennedy Road yesterday, when a European lady was robbed in broad daylight by Chinese footpads, one of them armed, serves to emphasise that this menace to the ordinary residents of the Colony has by no means decreased. It is a reminder of the crop of similar incidents last winter and early spring, when some of the victims of these highway robbers even suffered serious injury. In that series of outrages, Kennedy Road was notoriously the scene of the largest number of cases. It seems impossible for the Police authorities, with such men as they have at their disposal, to patrol these less-frequented roads of the Colony at sufficiently frequent intervals, and we quite expect to hear of many more hold ups during the next few months. With the return of the cooler weather, many residents will resume their long walks in the evenings along our hill roads, and this will be the footpads' opportunity. It is a state of affairs that justifies the orderly citizen carrying arms for his or her personal protection; and, incidentally, it is a serious reflection on the Colony that such a thing should be necessary.

DAY BY DAY.

THERE IS NO RIGHT TO STRIKE AGAINST THE PUBLIC SAFETY BY ANYBODY ANYWHERE AT ANY TIME.—*Calvin Coolidge.*

"Honesty."—Thanks for your letter, which, however, is too late for insertion to-day.

A Chinese woman fell from a motor car yesterday and was removed to hospital suffering from injuries received to her head.

One of Cynthia Stockley's most popular novels, "Wild Honey," fills the bill at the Coronet to-day. Priscilla Dean cleverly portrays the character of Lady Vivienne.

The collections at both services to-morrow at St. Andrew's Church, Kowloon, will be devoted to the Hongkong Relief Fund in connection with the Japanese Earthquake Disaster. *Advt.*

There is quite a variety of entertainment offered at the Star Theatre to-day. At 2.30, the usual children's matinee will be held; at 5.30 an amusing picture entitled "The Son of Willingford" and at 9.15 Miss Tina Gerald and Mr. Tom Fenwick will appear.

An exhibition in life saving is one of the attractions at the V.R.C. fete to-night. Another interesting event is the team race, U.A.C. v. the Rest. There are nine entries in the open fifty yards handicap, eight in the fancy diving, and eight in the ladies' race. There is also a mixed team race.

Miss Tina Gerald and Mr. Tom Fenwick will give their farewell performance at the Star Theatre to-night. The best of their plays given here will be presented and a bumper house should demonstrate local playgoers' appreciation of these two extremely clever artists.

In the Water Polo League last evening, the R.G.A. "A" team beat the U.A.C. by four goals to one. Hams, McDade and Reddick (2) being the scorers for the winners and Leonard for the United. The V.R.C. "A" had a walk-over with R.A.M.C., winning by ten goals to nil, of which Busschaert put on no fewer than six.

We are glad to be able to announce that Mr. and Mrs. C. A. Henderson, who were recently reported dead or missing at Yokohama, are both safe. A telegram to this effect has been received by us from Messrs. Charles Morgan and Co., the well-known London paper merchants, for whom Mr. Henderson is representative in the Far East.

The Offices of the Supreme Court will be open daily from 10 a.m. to 1 p.m. during the Long Vacation, except on public and general holiday, when the offices will be entirely closed, and on Saturdays, when they will be open from 10 a.m. to noon. The Long Vacation commences on the 20th. instant and terminates on the 17th. October, 1923. (both days inclusive).

On October 1st, there will be sold at the P.W.D. offices New Kowloon Inland Lots 468 and 469, situated at Kowloon City, each having an area of about 12,300 square feet, the aggregate upset price being \$18,450. On the same day, Inland Lots 241 and 242, situated at Victoria Road, will be sold. The former comprises about 31,715 square feet (upset price \$7,343) and the latter 17,885 square feet (upset price \$4,557).

WATER POLO.

The Garrison League.

The concluding water polo match, Winners (88 Coy. R.G.A.) v. Rest will take place in the A.S.C. Camber on Monday, at 5.30 p.m. The General Officer Commanding, China Command, has kindly consented to present the Cup and Medals to the winners of the league after the match. The following team has been selected to represent the Rest: Cpl. Beasley, King's; Gar. Lelliot, 94 Coy. R.G.A.; Pte. Proffit, King's; Gar. Reddick, 83 Coy. R.G.A.; Pte. Chilton, R.A.M.C.; L/Cpl. Parry, King's and Pte. Hughes, King's Reserves.—Pte. Potter, King's and Cpl. Percy, R.A.M.C.

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that the refrain "Yes, We Have No Bananas" has been added to the list of songs which may be sung in Government Schools.

Mais oui! Nous n'avons pas des bananes.

When it comes to getting in with the dope, we'd hate to have the Hon'ble Lowe on our staff.

His long dissertation on the chit business was just exactly 6 days, 23 hours, 59 minutes too late to be of any use in affecting the vote.

Why not sign a law before the meeting and chance it?

A bulletin by the "Hongkong Relief Committee" recently contained the following:—The Chairman mentioned that H.M.S. Tamar arrived in Kobe that day. You can't keep a good ship down.

We believe that her sister-ship, H.M. Natal Camber, will proceed to Sydney to pick up the Chinese footballers.

We're now wondering whether chits are legal in local churches.

The greatest difference between fish, grilled or fried, is the price.

Looking for typhoons is the kind of outdoor work we'll indent for next time we're in prison.

We've almost given up hope of ever reading what a practical master-mariner would suggest as counter-piracy measures.

Which reminds us that the price of sugar is still too high.

These sleeveless dresses aren't so bad. Just wait until we get dressless sleeves. Oh Harold!

Shanghai they say has a well-balanced bowls team. No higher compliment could be paid to Shanghai.

For, as MacWhirter says, you're a terrible life.

In the matter of our Cenotaph.

Triply dedicated to our Glorious Dead, what do we already find?

Any evening, dozens of filthy coolies squatting within its enclosure, peanut sellers, dogs and, well you know what dogs will do if they get half a chance.

And, before we forget, a somnolent Chinese policeman with permanent curvature of the spine, a fallen, in-asteep, no doubt meditating on the high price of rice and fire-wood.

Nor are they alone disrespectful. How many of us who on that fine summer's day gave the grand salaam, remember still to do so when passing our memorial to those who fell to make this Colony safe for jazz and gin?

O tempora! O mores!

The only successful substitute for brains is silence. By the same token, the authors of the draft Piracy Regulations must have been dumb.

Now that the Leather Co. is going out of business we look to the Hon. Director of Education to keep up the tanning.

"Good Photographs of Sun's Eclipse" says a newspaper heading. Some better ones are expected from Canton shortly.

Local poster: "Result of St. Ledger." We suppose the accounts have now been closed.

Rarefied atmosphere is bad for the memory. We hear of a Peakito who has been riding on Peak cars for nine months without a ticket.

The only popular kid in town these days is the Pathe Baby.

It's not the kind of tie you wear but how you hit the ball that counts in golf.

Not being good at arithmetic, also helps but then your partner may have a better memory.

If the Hide and Leather Co. could have made more leather and less resolutions it's shareholders might have felt happier to-day.

Most of this criticism only proves that what we need is an Interpret Talking Competition.

After all the practice we've had this week gabbling about the end of the world, we'd win it easily.

With the return of the cold weather we may confidently look forward to our A. D. C. staging something with some snap in it.

A Short Story Club has been formed in Shanghai. This should go far to eliminate the tall yarns for which the Model Settlement has in the past been famed.

Two things men usually get out of their motor-cars—accidents and hairpins.

"One man's whisky is another man's beer," says the *Sydney Bulletin*. What an appalling joke!

The Police are going to have a Swimming Fete to-day. We hope they won't catch a cold.

Good news from Yaumati. A man stabbed a stranger. Maybe they're running short of ammunition.

Seems to us that the "r" should be deleted from the first word in "Draft Piracy Regulations."

The best way to protect the young from the wicked cinema is to leave them at home.

The well-meaning individual who went over to Kowloon Dock last night for light on the bowling situation was still lit early this morning.

What was thought to be a slight earthquake in Canton last week, happily turned out to be only a movement of the Sun.

A million Fords have been made this year. Apparently nothing can be done to stop it.

Cause and effect: The school took up last Monday. Our cat is back again.

As was feared the submarine was raised before next year's tourist season.

Some of our master mariners are becoming so well educated that they can't tell when it is going to rain.

It will soon be cold enough to keep on dancing.

Cheer up. Things have been pretty rotten but we must admit we've had a good crop of brokers this year.

Apropos of women powdering their faces in public, they say that on the new Kowloon ferries accommodation will be provided so that the men will be able to shave on the way over.

There are no further details to hand except that the closest shaves are expected in typhoon weather.

The supply of folk who think they should be in the Interpret Bowls team exceeds the demand.

The second rice crop round Castle Peak way is a little late this year because the youngsters have to wave at the motor cars.

Women are entering all branches of business. One hit a Kowloon ricksha coolie the other morning.

Or perhaps it was only the nice, fresh September feeling.

You can't have a good time and keep it too.

Except at lifting submarines.

Now that the world did not come to an end last Tuesday, a prominent resident is expected from the North any day now.

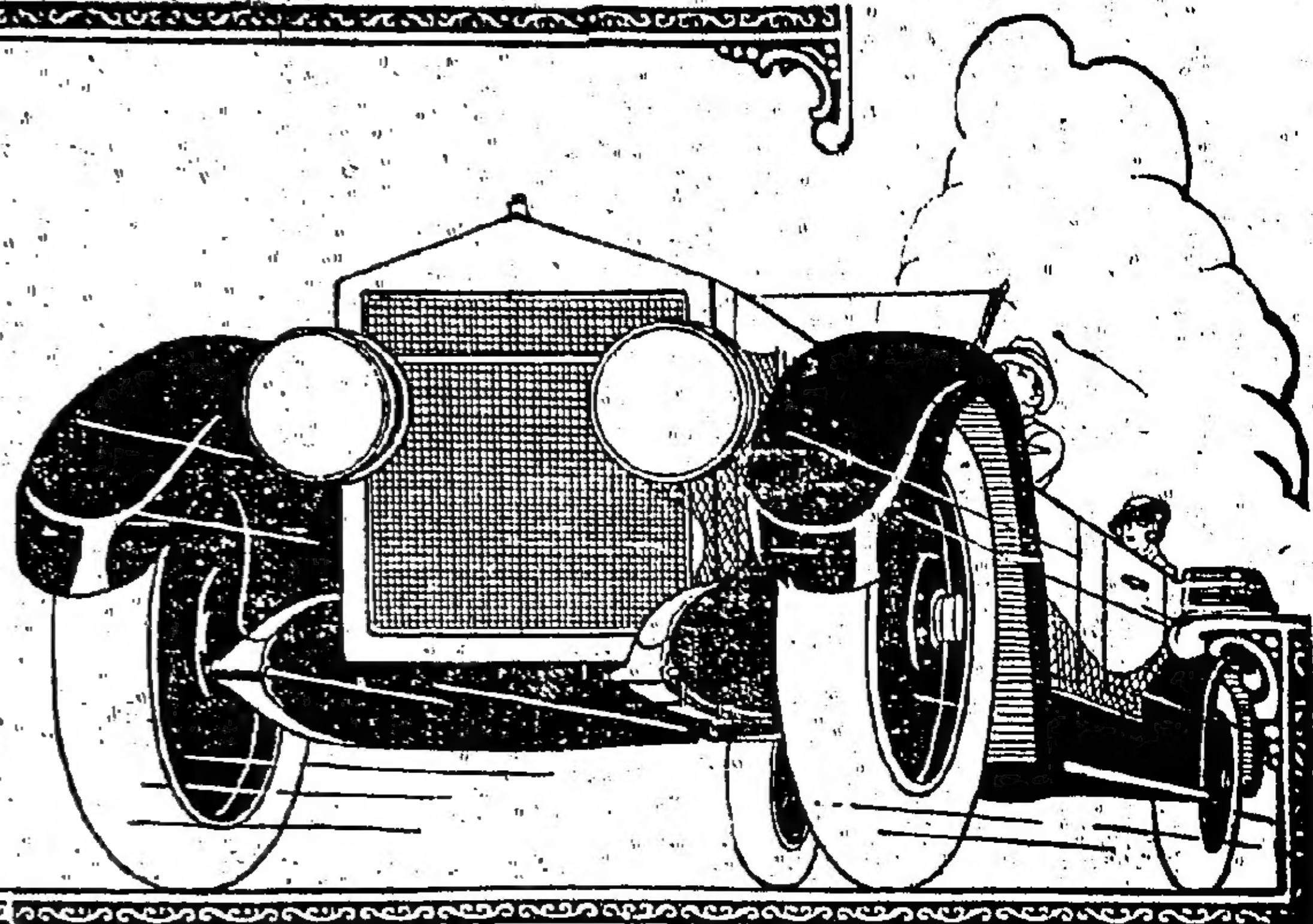
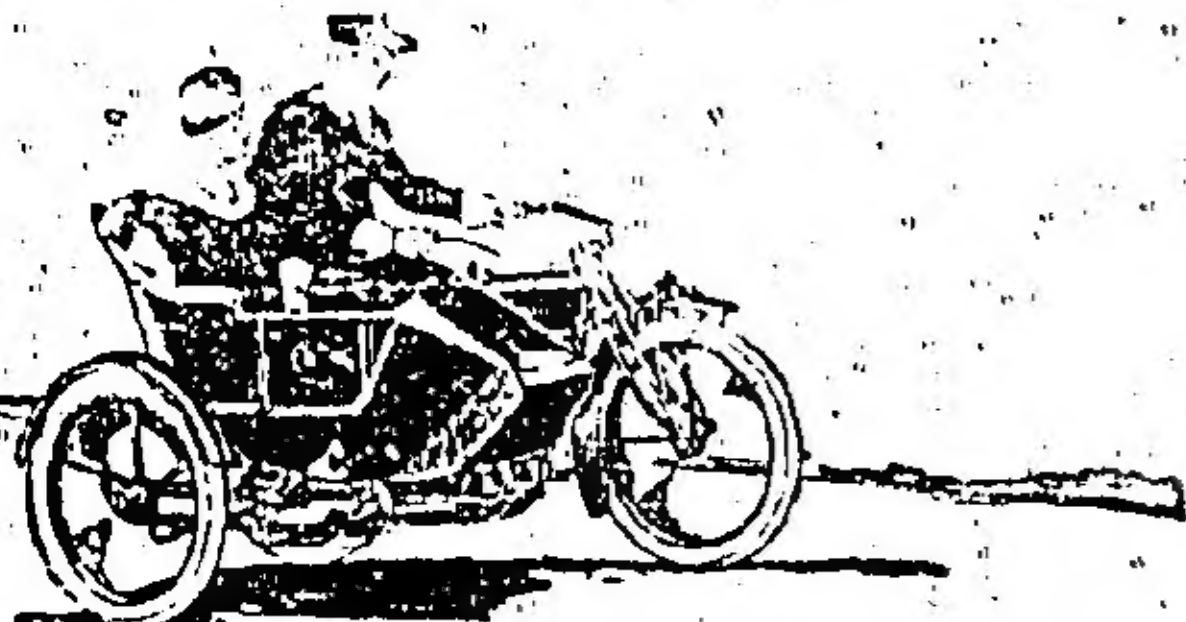
"Can Tiao Kun be President?" also helps but then your partner asks a contemporary. He kun so for all we care.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

Saturday, September, 15th, 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

There has recently been a reduction in the price of petrol locally to the extent of one dollar on a case of eight gallons. Motorists welcome this cheapening in running costs, and some say there is still room for further reductions. Elsewhere in this issue will be found particulars of reduced prices in the States and in India.

In this connection, the Hongkong Automobile Association has arranged with the Hongkong Hotel Garage to supply members with "Shell" at \$7.10 for eight Imperial gallons; \$3.55 for four Imperial gallons; \$1.80 for two Imperial gallons; and 90 cents for one Imperial gallon.

Arrangements have been made by the local Association with the Star Ferry Company, Ltd., to alter the cradles to accommodate narrow gauge motor cars and cycle combinations for transportation across the harbour.

Gradually, the roads damaged during the recent floods are being reopened to traffic. The Stubbs Road is again open and the P. W. D. are to be congratulated in view of the big subsidences which took place. A big retaining wall came down, whilst at another part of the road, there was a breach of some twenty yards, but this has been filled in.

Mention of roads serves to remind us of the dangerous condition of the Praya East near the Wanchai Police Station. In connection with certain drainage works, there is a good deal of shoring being done, and the palms have resulted in two or three accidents to passengers alighting from trams. We do not know whether anything can be done to render this spot less dangerous. Motorists also find some inconvenience here, as for a lengthy stretch it is impossible to pass trams at present.

We are glad to see that improvements are being made to the road just before entering Aberdeen village. This has for a long time been a bad bit of road, but it is now being tar macadamised, and a great improvement should result.

The Hongkong Automobile Association is shortly to issue a handbook, which local motorists will no doubt find extremely useful. A similar publication has, we read, just been issued by the Western India Automobile Association. The scope of this book is a very wide one and includes reprints of the various motor vehicle rules which affect motorists in Bombay, prefaced by the rules of the Western India Automobile Association and a list of members. A large portion is occupied in hints on insurance, the care of tyres, repairs and breakdowns, car wiring, magnets and a section of general hints to motorists. Another feature which has been given commendable prominence is "First Aid." Much harm is frequently done by people trying to attend to the victims of accidents when they have not even a knowledge of the fundamental principles of First Aid, and the hints given in the handbook are admirably simple and clear. The last section of the handbook is occupied with maps and particulars of motor trips from Bombay.

Some of the 1924 7/9 H.P. Harley Davidson motor cycles have arrived in the Colony, and very handsome machines they are. The thing that immediately strikes one is that they have reverted to their old olive drab colour, a shade we always thought very handsome, and, moreover, a serviceable colour, in that it did not show the dust. The lining is just slightly different, being now a maroon stripe instead of "Brewster Green."

Another external feature is that all grease cups and oilers have been replaced by the very neat "Alomite" system of grease gun lubrication. By this means it is possible for a rider to oil his motor cycle in a very few minutes by merely hooking the grease gun over the nipple and giving the handle one or two turns.

The inlet valve push rods now have adjusting screws at the top instead of the bottom of the rod. This obviates the necessity of removing the return spring cover to get at the adjusters and, of course, makes adjustment much more easy. The battery box cover now has two winged nuts holding it in position, and the handle bar grips are slightly different.

Internally, the most important alteration to the whole motor cycle is made—that is in the fitting of aluminium alloy pistons. Alloy pistons have a few disadvantages, but in the hands of the average user their advantages outweigh these. Amongst their disadvantages might be mentioned—Pistons slap when the engine is cold owing to the fact that aluminium has a greater expansion than cast iron and therefore more clearance has to be allowed when cold so that the piston does not seize when hot. They are more liable to seize than cast iron pistons, though with modern alloys the risk of seizure is negligible. They are liable to get gritty embedded in them which may score the cylinder walls, and they are perhaps rather more brittle than cast iron pistons.

The advantages include lightness which gives much better acceleration and speed; they have a much greater heat conductivity than cast iron; therefore they keep the engine cooler and, for the same reason, their rate of carbonisation is much slower than that of cast iron pistons. It is quite usual to take down an aluminium pistoned engine for decarbonising after a thousand miles or so and find that the piston just has a little black grease on it with no carbon. Provided aluminium pistons are carefully run in and the lubrication is all right, we have no hesitation in recommending them.

The side car has the Alomite grease gun system of lubrication also, but the most noticeable alteration is in the springs. Instead of using "C" springs, the body is now suspended on two 49" semi-elliptic springs which should give the same of riding comfort. Altogether it might be truly said that the Harley Davidson outfit represents remarkable value for money.

NINE COMMANDMENTS.

1. Always remember you are an engineer, fully responsible.
2. Always test your brakes when starting, and have them inspected frequently.
3. Never pass a street car when it is stopping.
4. Exercise especial care in crossing in front of a street car or in passing it, as you cannot tell what may be coming on the other side.
5. Always signal with hand when slowing down, turning or stopping, even though you may have an automatic or mechanical warning device.
6. Look before you back, and sound the horn three times.
7. Try to drive with using the horn as little as possible. A sudden noise may stop pedestrians in their tracks rather than warn them.
8. Don't count too much on the common sense of the other fellow. No one is 100 per cent. alert all the time.
9. Drive slowly in streets where children are playing. Remember your own childhood.

"SAFETY FIRST."

A Bombay Campaign.

We are glad to learn (says a Calcutta motoring paper) that it has been decided to start a "safety first" campaign in Bombay. A recommendation to this effect is among the resolutions of the committee appointed in February 1921, by the Government of Bombay, to consider the question of the better regulation of traffic in that city. Steps are being taken by the Education Department to issue pamphlets pointing out the dangers of the streets and explaining the various traffic rules and caution notices. A similar movement might well be started in Calcutta, where, though traffic control has been carried out for some time past, there is room for improvement. The chief offenders are of course the Indian taxi-drivers and the gariwallas, both of whom habitually show a supreme disregard for all recognised rules of the road. They both commonly turn suddenly across a roadway without the slightest warning, and it is not uncommon to see them deliberately drive past the outstretched arm of the policeman regulating the traffic. In this respect, cyclists are perhaps even greater offenders. It would be found difficult to educate the Indian taxi-driver and gariwalla to show consideration for others on the road, but there is no reason why the attempt should not be made.

We have received an extremely well-produced and informative little booklet entitled "Correct Lubrication for the Automobile" which has been issued by the Vacuum Oil Company. It contains over sixty pages and is well illustrated, and in addition to much valuable information on lubrication there is much useful advice on motor-car engine troubles and their remedies, as well as several pages of charts of recommendations. The local office of the Company will be pleased to supply a copy of the booklet to anyone interested.

MOTOR CYCLE TIPS.

Overhauling a 7-9 H.P. Harley Davidson.

[BY "NORTONIA"]

In overhauling a 7/9 H.P. Harley Davidson, the procedure is practically the same as for an Indian Chief and Scout (see previous article), as regards the actual decarbonising. There are, however, various hints and tips which should materially lighten the work.

If possible, remove the inlet valve cage clamping ring and soak the cages with kerosene when the engine is warm; then leave overnight. If the cages will not lift out readily then, run the engine very slowly for a minute or so, when the compression should shift them. The writer had one particularly obstinate case when it was necessary to gently tap the key on the top of the cage with a hammer and punch to slightly loosen the cage; then a semi-circular piece of metal was inserted through the plug holes and the cages pried out.

Next detach the tank, but remember before loosening any of the holding screws that all pipes must be removed; otherwise, if the screws are taken out and the tank allowed to fall apart the nipples and pipes will suffer. Remember also that unless you are very smart in plugging the oil socket in the bottom of the tank to which the oil pump pipe connects, the oil will escape and make everything oily. Use the plug provided with the tools; if you use waste, the oil will soak through and set up a continual drip. The writer puts a tap in the oil pipe *a la* Reading Standard. This is very convenient, but of course it should always be turned on until some adjustments make it necessary to detach the oil pipe. The steady bolts holding the tops of the cylinders to the under tank tube have a habit of sticking; so it is well worth while getting a special substantial spanner made to fit the nuts.

Remove the cylinders and decarbonise exactly the same as previously described; also attend to the valves in the same way. Replace the cylinders and see

that the valve cages are making an air-tight joint. Replace the tank and see that the speedometer and tool-box are firmly screwed down; otherwise they will work loose and strip the threads from the top of the tank screws, which should, of course, be tightened up, first, leaving the three bolts under the tank until the top screws are fixed.

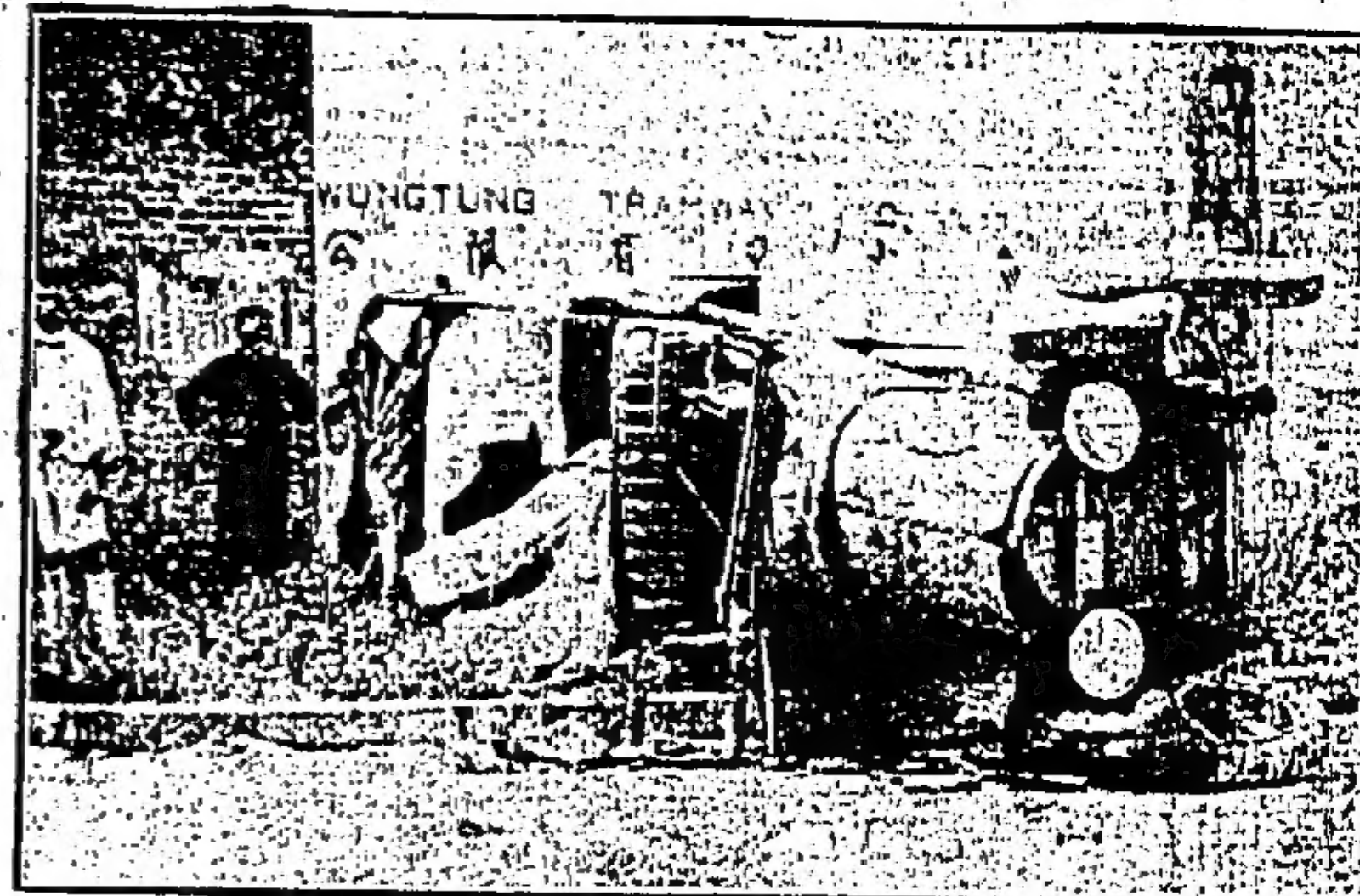
Reconnect pipes and gear lever and see that the safety device for locking the gears is really operating; otherwise, the gears, especially top, will be always jumping out of engagement. This device merely consists of a key on the clutch operating shaft running across the top of the gear box, engaging with a gear shift rod.

The clutch should be adjusted by means of the six tension screws holding the springs until there is the merest trifle of slip when the throttle is opened suddenly with a good load up. The operating rod should be adjusted by screwing up the nut seen through centre hole in the chain case, until the three lugs on the outer plate just touch the inner plate. This position can easily be found by first loosening the nut and lock nut and letting the spring push the plate outwards. Then push the plate in by hand until you feel the lugs touch the inner plate. Then tighten up the nuts till they touch the plate and just give one turn more.

It is worth while spending a little time adjusting the "Harley" clutch as when correctly adjusted one could hardly wish for a better one. Tune the carburettor as recently described, and the electric system, if working correctly, should be left alone. It will pay you, however, to get the battery charged at a garage. When you are overhauling the machine adjust the inlet valve so that there is no clearance when cold; the rocker lever should move freely, but there should be no perceptible clearance. When the cylinder gets hot, the clearance will be correct.

The exhaust valves should have 4-5/1000 clearance and the distributor and plug points 20/1000. If any point is not clear or any advice is needed on the electric system, etc., write to "Nortonia," *c/o Hongkong Telegraph*. [Next week—"How a Machine is Tuned for record breaking at Brooklands."] Replace the cylinders and see

A CANTON SMASH.



Above is a picture of the car of the Commissioner of Public Safety at Canton after it came to grief whilst passing another car. One passenger was killed and six injured.

THE RULE OF THE ROAD.

With Particular Reference to "Cutting Across."

Amongst the motoring records kept at the *Daily Chronicle* has been started a Schedule of Readers' Complaints about bad driving and similar road dangers which can be improved.

The organisation is essentially simple. Any complaint received is scheduled under adequate cross-references. So soon as three readers have complained about one specific point, the trouble is dealt with in this column. Here's the first batch:—Motor cyclists and cyclists have complained once again about the old trouble of "cutting across" overtaken traffic. This is a common driving fault—and, incidentally, one to which a fair number of motor-cyclists are addicted. But I do not want to start a "class war" argument so we will deal with cutting across, irrespective of the type of vehicle.

Keeping to the Left

When you overtake any species of road traffic it is obvious that you must assume a position nearer to the right of the road than the traffic unit being overtaken.

The fact of being temporarily on the "wrong side" of the road leads many people to too great a hurry in getting back to the left.

And one can only assume that "cutting across" owes its origin to that feeling of being on the wrong side.

At the risk of getting into dangerous waters, I must try and give you a better understanding of the "Rule of the Road" as it is interpreted legally, and as it binds you and your road behaviour.

In the first place failure to keep to the left is only an offence when meeting approaching traffic. Secondly the left of the road only means to "the left of the centre"—not on the extreme left. Thirdly, in all legal cases, the "rule of the road" is accepted as one of convenience and general safety interests, rather than as of didactic regulation.

The Legal Aspect.

Consequently there is absolutely no legal need for you to hurry back to the left of a clear road after overtaking other traffic. On the contrary, if the road in front of you is clear there is legal right and moral obligation to stay on the right until you are fully clear of the overtaken traffic.

Please understand, therefore, that on a clear road there is no legal or moral reason (or any other reason) to rush back to the left after overtaking other traffic.

In fact, on an open road, and until approaching traffic appears you are legally entitled to drive on the right. But it would be silly and dangerous in most cases to exercise that right.

Another complaint which has reached the "three readers minimum" entitling it to comment, is the sounding of the horn too late. These readers complain that faster cars draw abreast before sounding the horn to give warning.

Sounding the Horn.

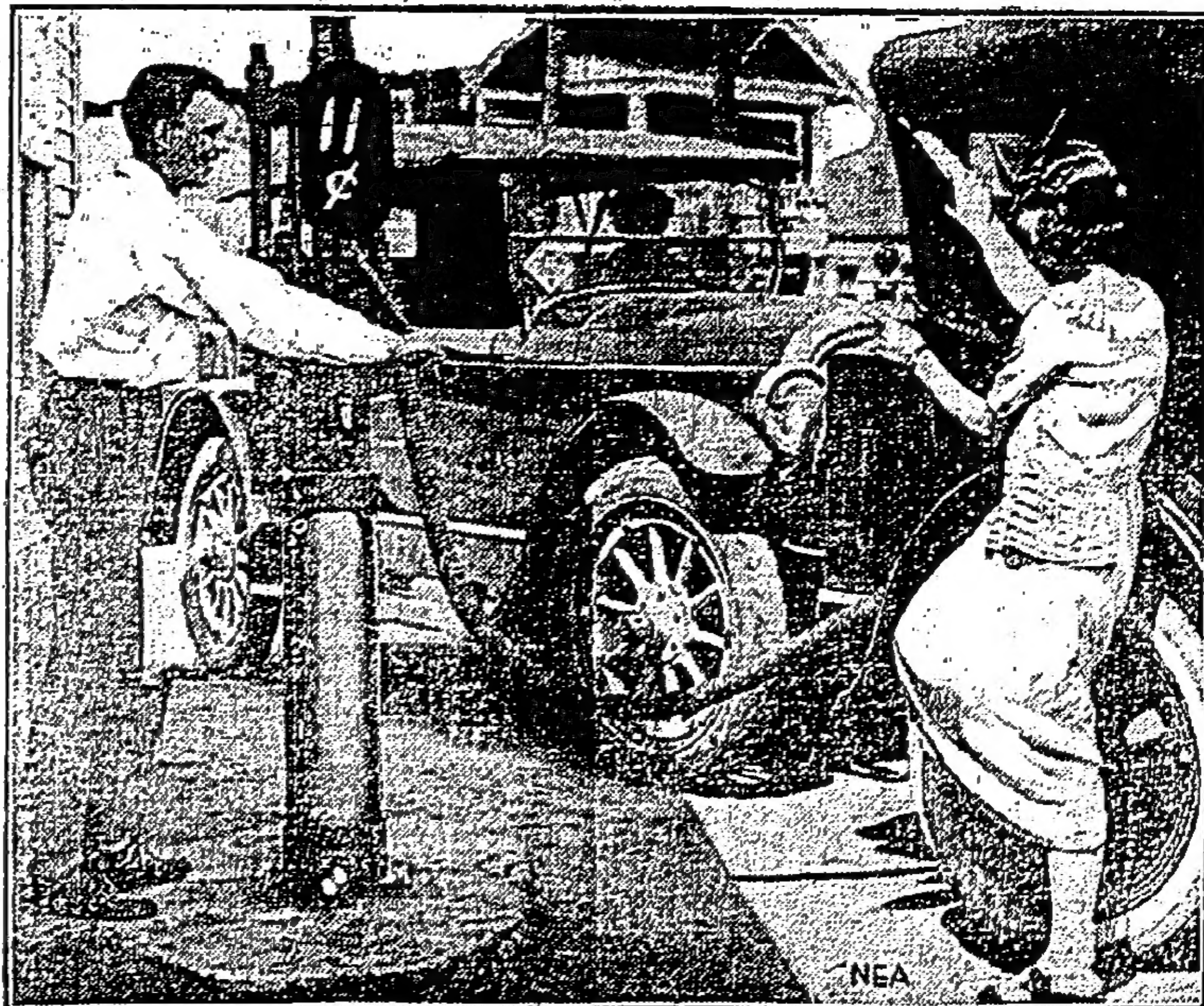
Always remember that the person driving the vehicle you want to overtake may be a novice or of a nervous disposition. Always sound the horn at the maximum distance behind the traffic you want to overtake at which the sound is likely to be heard comfortably. Then look for an indication that the sound has been heard, the normal factor being that the vehicle ahead will move to the left a little.

Then, just as you are drawing abreast, it is a wise precaution to give a further—if quieter—indication of the fact that you are passing.

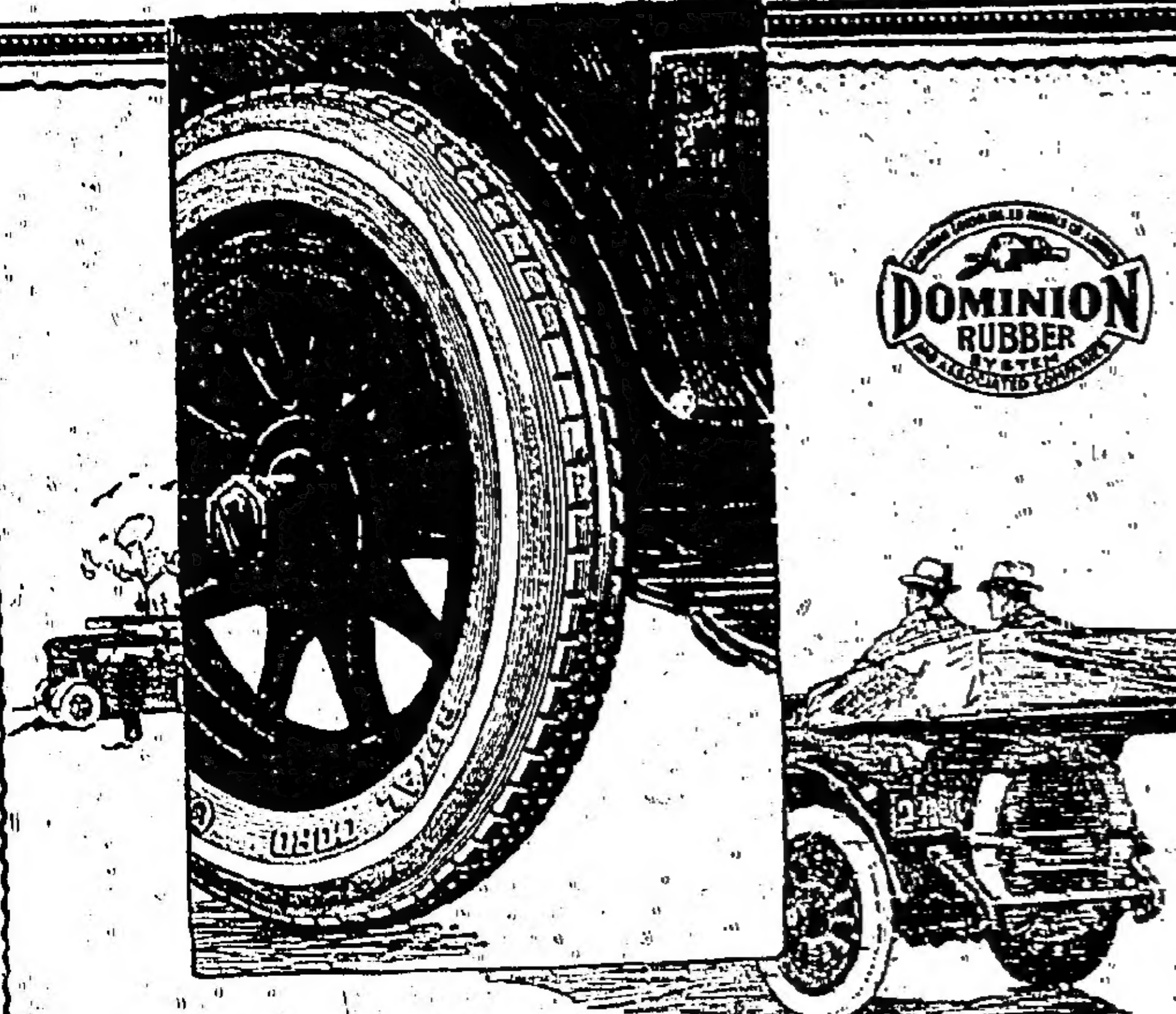
The third point is one which was dealt with recently—slow traffic keeping to the centre of the road to the inconvenience of a volume of normal-speed traffic wanting to pass.

As explained above a slow car has a legal right in the case, but courtesy demands that if you know yourself to be slower than the average traffic on a busy road, you should not inconvenience it.

PETROL 11-CENTS A GALLON.



A snapshot from Los Angeles showing petrol being supplied at the reduced rate of eleven cents a gallon.



In Royal Cord Tyres there are no cross threads to chafe and heat the tyre. All the Cords go one way in each layer. Thus are thousands of miles added to normal tyre life.

ALL SIZES IN STOCK
COMPETITIVE PRICES
Sole Agents

HONGKONG HOTEL GARAGE

Royal Cord
A Dominion Tyre

QUESTIONS & ANSWERS.

"Scrutator" Replies to Queries.

"Scrutator" is prepared to answer questions relating to motoring. Queries should be addressed to him c/o Hongkong Telegraph. They should be sent in not later than Tuesday each week. Below will be found a question and answer.

H.A.S. writes: There is still a knock in my engine, after having all the bearings adjusted, and I suspect that it may come from loose piston-pins. Is there any test that will show whether or not this knock is from the pins?

Answer: You can set the engine running idle and attach a valve lifter, so that the exhaust-valve of one of the cylinders can be opened, at will. If, when it is opened, the knock ceases, there is good reason to believe that the piston pin of this cylinder is loose. The rest of the cylinders can be tested successively. This test is based upon the following considerations: When the valves are operating normally, suction exists within the cylinder during the intake stroke, while during the compression stroke there is pressure within it and the effect of the sudden reversal of the force acting on the piston, is to bring out any looseness of its pin. With the exhaust valve open, the piston is practically under atmospheric pressure during whole cycle, with no gaseous pressure on the piston and play at the pin is not developed.

PETROL PRICES.

Reduction in India.

Following on the news that the price of petrol at Home had been reduced from two shillings to 1s. 8½d. per gallon only 1½d. per gallon above the pre-war price came the announcement that in consequence of the heavy supply of petroleum spirit in America affecting the world-market prices, the price of petrol in India, Burma and Assam would be reduced by 2 annas per gallon with effect from the morning of July 23rd. The price of petrol in this country is now Re. 1/12, which is still 7½ annas above the Home price, and we understand that the Automobile Association of Bengal intends to push on its campaign with unabated energy, and to press for a further reduction of at least 4 annas per gallon.

FORD OUTPUT.

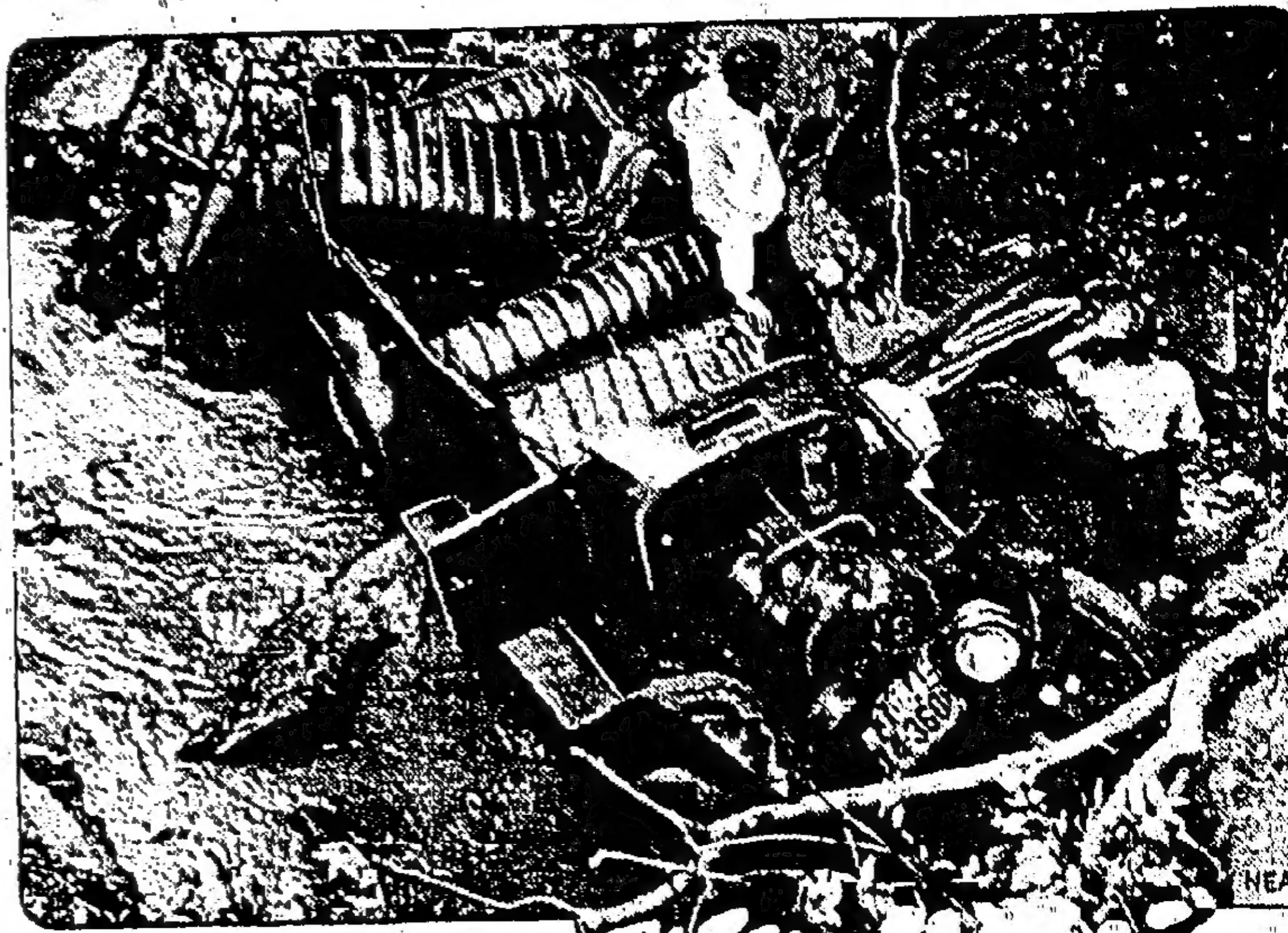
Production of the Ford Motor Company continues to move up to new records. During the week ending Tuesday, July 17, domestic assembly plants turned out 40,803 cars and trucks.

The new record is 428 better than the previous high mark which was 40,375 for the week ending Tuesday, June 19.

Fordson tractor production for the week was 1,131.

The Lincoln division of the Company also set a new record for the week ending Tuesday with a total of 206 cars.

WENT OVER BANK.



This machine, carrying three women and a man, plunged over a 40-foot embankment at the Virginia end of the Chain bridge near Washington. One of the women was seriously injured. The man was cut about the head.

SOUNDING THE HORN.

Unnecessary Hooting a Source of Danger.

How to use and how not to abuse the electric horn was the subject of an article in a recent Home paper. And letters received from several motorists in Devon, particularly in the Exeter area, show that the sounding of the warning device is a burning question in that district.

As the difficulty is one which might be started in other parts of the country, I will deal with it, says Capt. E. de Normanville in the course of an article.

It appears that the police authorities in Devon are not enamoured of the quiet motorist. Traps have been set, and motorists have been fined for not sounding the horn when taking bends in the road.

Please mark the word "bend" as I should have no criticism to offer if such action were taken in regard to closed or blind corners. And in justice to the police for the activity which I propose to criticise, it must be admitted that, I have only second-hand knowledge of the type of bend in question.

A Safety First Rule.

But if these correspondents are correct as I naturally assume, then the police authorities are either guilty of persecution, or making an error of judgment.

I have never heard of the Exeter authorities being anti-motorist, so assume that this campaign of theirs is intended for public safety. If the road bends are really only gentle curves, as I am informed, then the police activity for Safety First is undertaken through a misconception.

You may take the following rule as an absolute fact for all Safety First interests: "It is an error to sound a warning device at any time when such warning is not necessary."

There are several logical arguments for this rule. We will deal only with the more important: And in this connection there are two categories of Safety First consideration: the motorist personally, and the motorist and other road users.

Familiarity Breeds Contempt.

We will take the motorist and other road users first. To make the point clear, I will take an extreme case on the reduction of absurdum principle.

If every car driver who passed a pedestrian walking on the path-way sounded his horn, the pedestrian would get so accustomed to the sound that it would cease to be a warning at all. It would become an unpleasant additional noise to the normal sounds of traffic—and cease to convey "warning" at all.

A more important defect of unnecessary horn sounding is the psychological effect it has on the motorist. He will gradually, and even unconsciously, form the exceptionally bad habit of "driving on the horn."

He will come to think that because he has sounded the horn all is well. He will "take bends on the horn"—and even corners.

Such driving is a serious offence against Safety First principles, and I would gladly applaud the

CHEAPER PETROL.

The Reduced Rates in America.

Washington, Aug. 3.—For the first time in nearly 10 years motorists are coming to know in some states the meaning of "cheap gasoline."

Back in 1915, when consumption was not so great because the number of autos in use was decidedly less than now, gas sold for 11 cents in New Jersey, 15 cents in Massachusetts, and even 10 cents in Illinois and other places.

That, however, was held to be the "market" price at the time, and the Federal Trade Commission, in a ruling declared its opinion that Standard Oil companies virtually fixed the price for the entire country.

Following then a period, especially after the war, when money was plentiful and motor car prices were not beyond the reach of the average man. The demand for gasoline shot up. So did the price. And as a result, producers rushed to the oil fields of Texas, Oklahoma and California, and a period of drilling set in unequalled in history.

This frenzy was at its peak in the summer of 1921. Production records were smashed. In July of that year 559,711,415 gallons of gasoline were produced, an increase of 44,000,000 gallons over the previous month.

But producers didn't stop there. More wells were drilled, and a short time ago, despite the heavy demand for gas, the supply was greater still. Governor McMaster of South Dakota bought much of this "overproduction" and sold it to the public at 16 cents. Then things started for fair.

Oklahoma leads in production of petroleum. California and Texas are tied for second honors.

The United States produces and uses unbelievable quantities of gasoline. In 1922, when consumption reached a peak, the wholesale value of gas consumed by domestic and export sources was approximately \$1,160,000,000.

HONOUR FOR FAMOUS DESIGNER.

A great honour was paid to Mr. F. H. Royce when a statue to the designer of the Rolls-Royce car was unveiled at Derby recently. The R. R. factory was originally at Manchester, but many years ago the growing demand for the car necessitated extensions which the existing site did not permit, and the scene of operations was shifted to Derby.

Exeter police authorities if they took action against that dangerous small minority who use the warning device too much, and rely on it as giving a right of way.

But from the Safety First standpoint it is extremely difficult to lay down with accuracy the precise point where the horn should be sounded—apart, of course, from the obvious occasions.

On a gradual and gentle bend, I say emphatically that it is incalculating greater danger to demand the sounding of the horn. To force such action is simply to teach the motorist "to drive on the horn." And that is one of the most dangerous types of dangerous driving.

FOUR-WHEEL BRAKES.

More Popular but Need Doubtful.

Although four-wheel brakes are gaining in favour among the automobile manufacturers it is a question whether they are really necessary or really worth while.

This doubt as to the practicability of four-wheel brakes is expressed by several automotive engineers who have been among those studying their use. Yet, it is believed generally that four-wheel brakes will come into wider use, even on middle-priced cars.

That this belief is well founded is proved by Buick's adoption of such system.

But that doesn't mean that the four-wheel brake system is fully improved and ready for general adoption. There is much to be done toward making it practicable for use on the medium-priced car. The cost must come down, and yet all four brakes react as evenly and perfectly as those now being installed on the Duesenbergs and other high-priced motor cars.

Until this is brought about, engineers say more attention should be paid toward perfection of the two-wheel brakes now in use. They need further improvement, the opinion is, and the transmission brakes need development.

The reason why four-wheel brakes impress motorists, engineers say, is chiefly because the two-wheel brakes they have been using have not given real satisfactory service. The two-wheel system could just as well be made to perform better; and, in fact, well enough for present automotive needs. If this could be accomplished, therefore, there would be no need of adding two more brakes to the car.

Inefficiency of the two-brake system, however, has caused quite a stir among the safety exponents and legislators of the country. Several states have been compelled to pass laws calling for regular brake inspection. In smaller localities, also, police authorities see that the brakes on automobiles work properly.

Brakes are considered now the most important part of the automobile, due to the potential danger lying behind their faultiness. For this reason, the National Safety Council is pressing a nationwide campaign to educate the driver into having his brakes inspected regularly before he goes out on any trip.

This organization has been sending out circulars giving instructions on the proper care of brakes, their manipulation, adjustment and maintenance. Suggestions on the right way to stop the automobile in all conditions of traffic are sent out, so that street safety may be increased.

An automobile owner who looks after his brakes at regular intervals, who tests them weekly and sees that they are immediately adjusted, if they show the least tendency toward slipping, needs no more than two-wheel brakes to stop his car effectively, under any conditions.

GLARE PROTECTION.

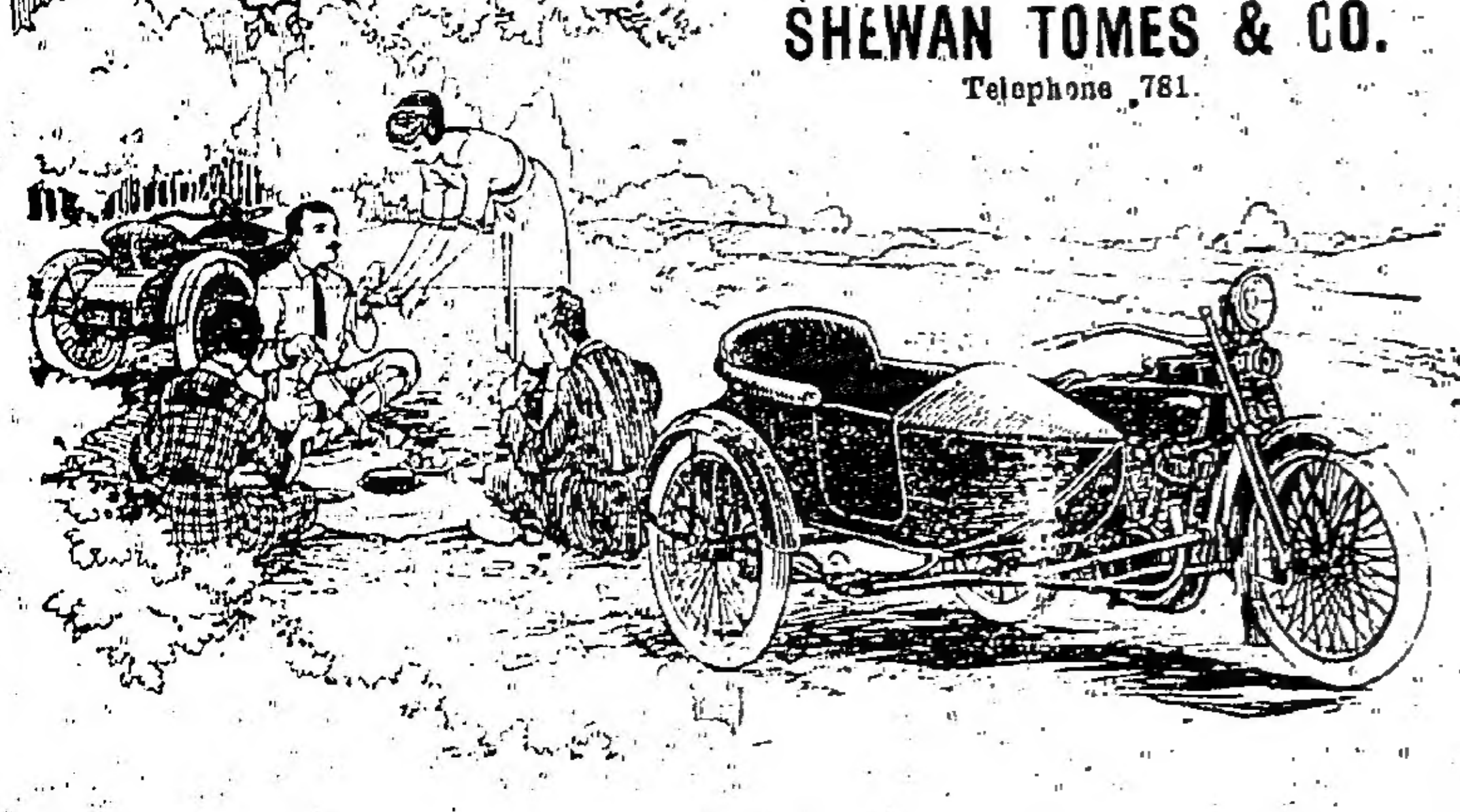
The most effective protection against strong sunlight and glaring lights is a shield of opaque or translucent material placed in the left-hand corner of the windshield, behind which the driver may hide his eyes.

1924
HARLEY-DAVIDSON

ALEMITE LUBRICATING SYSTEM
FULL-FLOATING SIDECAR SPRINGS
MOTOR CUTS VIBRATION IN HALF
OLIVE GREEN COLOUR SCHEME

FIRST IN ACCELERATION
TEST FOR COMBINATIONS
HELD IN RECENT TRIALS.

SHEWAN TOMES & CO.
Telephone 781.



HONGKONG HOTEL GARAGE.

We have pleasure in announcing that this Company has been appointed Sole Agents for Hongkong and South China for ARROL-Johnston, Ltd., Manufacturers of the well known

ARROL-Johnston and GALLOWAY CARS.

The prices of these cars in Hongkong will be the local equivalent of the listed prices ruling in GREAT BRITAIN.

We have made arrangements with the Arrol-Johnston Company, whereby a visitor to Great Britain from the Far East will be enabled to purchase at list prices an Arrol-Johnston or a Galloway Car for his use in the Homeland, and on his return to the Far East to have the car sent to the factory to be overhauled and suitably geared for the Colony of Hongkong. In addition, the car would be packed, insured, and shipped to us for delivery in Hongkong, free of all charge to the owner.

Further particulars can be obtained from our Garage Showroom in Pedder Street.

THE HONGKONG HOTEL Co., Ltd.

Ford
THE UNIVERSAL CAR

TOURING CARS - - - - H.K. \$1230
SEDANS (WIRE WHEELS) - - H.K. \$1600
TRUCKS - - - - H.K. \$1475

DELIVERIES OF TOURING CARS AND SEDANS FROM STOCKS.

TRUCKS FROM OUR NEXT SHIPMENT.
ALL ELECTRICALLY EQUIPPED WITH STARTERS.

ALEX ROSS & CO. (CHINA) LTD.

NO CHANGE IN OUR AGENCY FOR THE ABOVE.

Full Stock of Spares Carried

ALESMAN

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DEPT. STORE

FOR SALE
- CHAIR -
- PAIR -
- CUP -
- T. GUZZLEM
- PERSONAL

HOWDY & GUZZLEM CO.

MIN I GO HOME. THIS AFTERNOON GUZZ - I'M PRETTY SICK AND WANT TO GET A GOOD REST.

GO AHEAD, SAM - WE'RE PRETTY BUSY TODAY BUT I GUESS WE CAN GET ALONG WITHOUT YOU.

ALL RIGHT.

I SLEPT ONE OVER ON ALL FIXED TO GO SKATING AFTERNOON OFF AND I'VE GOT IT.

SAY THAT TIME - IT'S MILLY'S WITH HER.

LISTEN HERE, SAM - I INVITED MILLY OUT SKATING FIRST, SO YOU MIGHT AS WELL GO HOME - YOU'RE SUPPOSED TO BE SICK ANYHOW.

I WON'T!!

SAM

HOWDY!!

GUZZ!!

FOR THE LOVE, MIKE!!! LOOK AT THE WOMAN SAM'S SKATING AROUND WITH - LET'S GO OVER AND KID HIM, EH MILLY?

HAPPY HOUR

IDEA

HOLD TIGHT MILLY

CENSORED

GOOD NIGHT!! MY WIFE!!!

WHO SAID THAT??!!

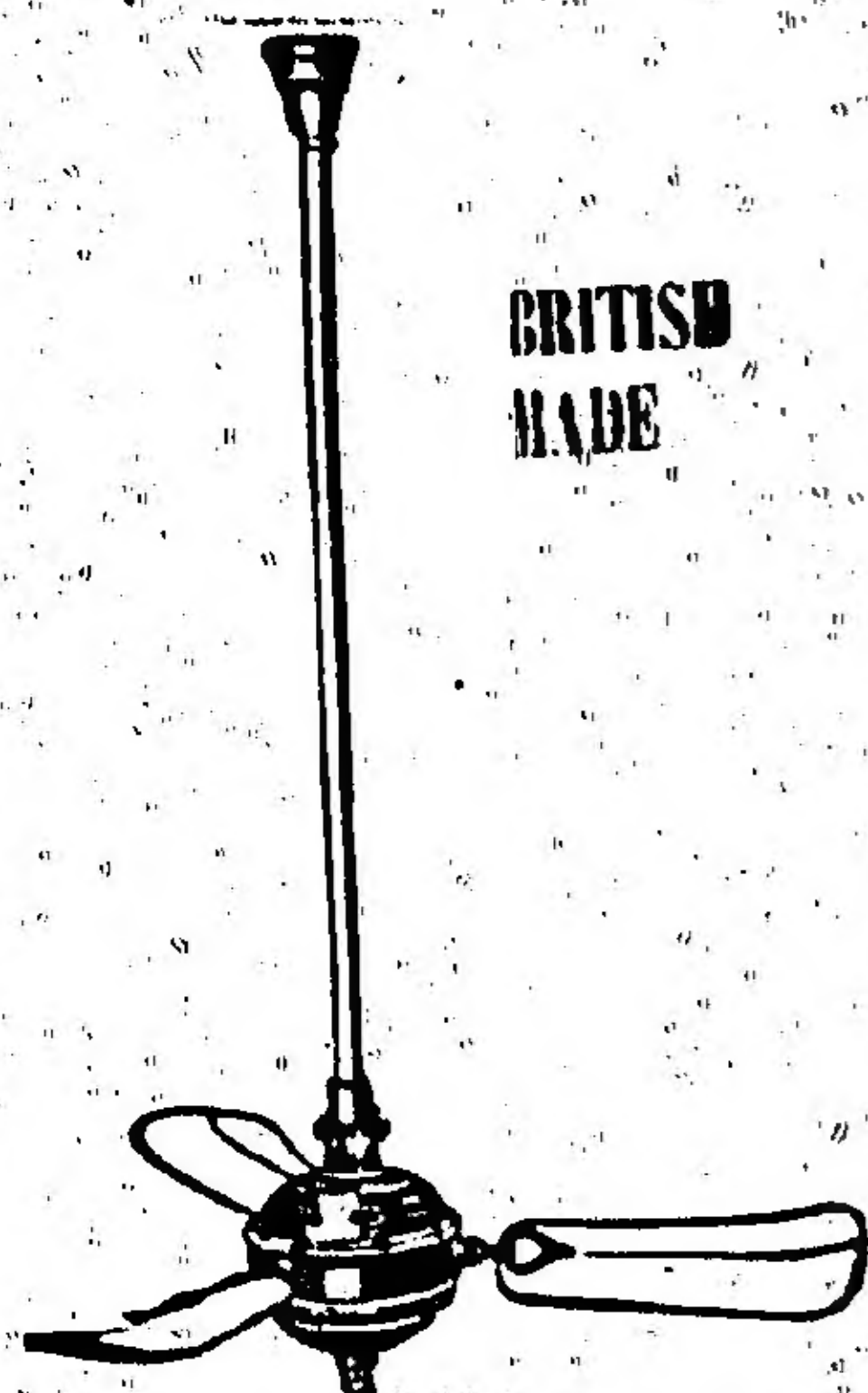
HI SAM - WHERE'D YOU PICK UP THAT HUMAN DISHLEAF - SOME BABY - WHY DON'T YOU GO AND ROB SOME CRADLE INSTEAD??

WILL YA?

HEH!!

"KINGSWAY"

CEILING FANS



BRITISH
MADE

THE THREE CURVED BLADES GIVE MAXIMUM DISTRIBUTION OF AIR COMBINED WITH ABSOLUTE SILENCE.

COMPETITIVE PRICE.

STOCKS HELD SUITABLE FOR USE IN HONGKONG & KOWLOON.

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QUEENS BUILDINGS.

TELEPHONE CENTRAL 518.

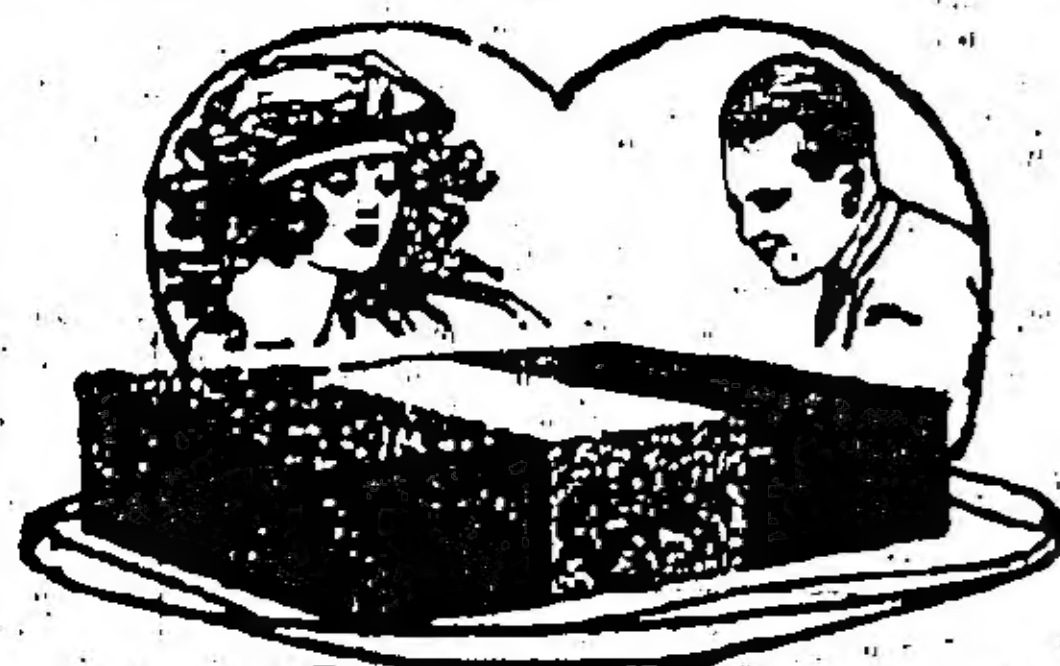
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Its Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office. Handled by all Contractors and Painters. Write for our Brochure on "How to decorate your Home" to

WILLIAM C. JACK & CO., LTD.

Sole Agents
HONGKONG & SOUTH CHINA.



WE
SPECIALISE
IN EVERY
FORM OF
WHOLESOME
ICE-CREAM.

THE LATEST MACHINERY IS EMPLOYED TO ENSURE PERFECTION AND PURITY

ON LOK YUEN

Opposite Dragon Garage.

RADIO NOTES AND NEWS.

New Instrument Tells Range of Audibility.



Charles Erbstein, noted Chicago criminal lawyer, shown here, may well be said to have one of the most perfectly equipped stations in the country. In fact, it is a regularly licensed broadcasting station, from which Erbstein sends out concerts of his own devising. The interior of his studio is said to be one of the most artistic and handsomely furnished in the country.

What is impossible for the human ear to perceive, or the eye to discern, radio will divulge.

This direct statement is made on the report by Western Electric scientists that they have perfected an instrument which measures a person's hearing to the slightest possible degree. And to this is added the further advancement in this science toward the discernment of sound waves unaware to man.

The audiometer is the instrument which has been set up to measure the audibility of a person. The sensitivity of a normal ear includes 300,000 pure sounds of varying degree, the experimenters say. Having ascertained this number, the scientists can determine the degree of deafness of a person by the number of sounds within the normal range which he cannot hear. This they can do with the use of the audiometer.

This instrument consists of vacuum tubes, coils and adjustable resistances. By a proper arrangement of circuits the vacuum tube can generate an oscillating current of varying frequencies. This is transferred into sound vibrations by means of a telephone receiver and those vibrations that a person says he can hear are noted, while the slightest step outside the subject's audibility is registered on the audiometer.

Thus, it is maintained, the audiometer will come into the practical use in court cases, where a person's degree of deafness is in question. Laws involving human hearing also could be designed with greater accuracy, since physicians could specify exact degrees of hearing required in certain instances, through the use of the audiometer.

Similar to this instrument, it is expected, radio will be the key toward the invention and perfection of a sign registering apparatus. Thus the distance a person can see, and the accuracy of his eyes could be registered more precisely than does any instru-

ment of today. Radio, with its detection of the finest wave lengths and frequencies, could easily be a means toward the accomplishment of such a feat.

It is not difficult to perceive of a radio instrument also which could detect the faintest sound and discern the slightest ray of light—both out of the range of human ear and eye. Out of this could come rescue apparatus for entombed miners, life-saving equipment and such serviceable means for saving lives quickly.

Pay-Radio-Phone.

Actual practical installation of the long-heralded pay station for radio has finally been begun in Paris. Cafes, hotels and other public places have these slots with earphones, through which a broadcast concert can be heard after a coin is dropped.

Powerful Tubes.

The Atlantic liner Leviathan has two of the most powerful vacuum tubes employed in radio transmission. They have a capacity of 10,000 watts each and have power enough to span the Atlantic.

Radio Link Abolished.

The only commercial radio link between the United States and Catalina Island, off the California coast, has been replaced by a direct submarine cable. The stations used for radio purposes will be confined to ship-to-shore radio and general broadcasting.

Underground Wireless.

Some very interesting wireless experiments have recently been carried out by Messrs. A. Franks, Ltd., of Manchester and Bolton, in co-operation with the Wigan Coal and Iron Co., in their mines at West Leigh.

A few turns of wire were secured to the roof of the cage and the receiving sets earthed direct to the handrails. Under these very unfavorable conditions, the programme from the Manchester Broad-casting station

BASEBALL POINTS.

More Questions Answered.

QUESTIONS.

One—Has a pitcher the right to get on the rubber without having the ball in his possession?

Two—If a pitcher step toward first base, and discovers that the runner has such a lead toward second that he has no chance to get him, can he throw the ball to second ahead of the runner?

Three—Has the base umpire the right to call a balk on the pitcher or is that right confined to the umpire-in-chief?

Four—If a batted ball strikes the third base sack on the extreme corner, which is extending into foul territory because the bag has been loosely strapped, is it fair or foul?

Five—If a batsman steps into a ball, which the umpire is positive would be a strike had he not done so, and the ball rolls to the stand, would a runner on third have the right to score if he could do so?

ANSWERS.

One—The pitcher has no right on the rubber without having the ball in his possession. In so doing he commits a balk.

Two—When a pitcher steps toward first he must go through with the motion or he makes a balk. Throwing the ball to second would be a balk and the runner would be entitled to the base even if caught. Three—The rules now give the base umpire the right to call a balk.

Four—It is a fair ball if it strikes the bag. It is the duty of the umpire to see that the bag is properly strapped and always within the limits of fair territory.

Five—The umpire should rule the pitch a strike, but suspend play when it hits the batter and allow no runners to advance.

PROFITS FROM SWAMPS.

Scent from Boronia Blossoms.

To derive from swamps one of the most fragrant perfumes is probably about the last thing to be expected, yet it is, nevertheless, what is now being done in Australia. And it is because what has now become practically an accomplished fact in the Antipodes is well worth noting in Malaya (says a Borneo paper), where large areas of swampy land await conversion to some useful purpose, that attention is invited to it. Perfumers finding that the blossom of the shrub known to botanists as "Boronia" gives off the most delightful fragrance, recently experimented with a view to utilising it on a large scale in the trade.

Success attending the initial efforts, certain swampy areas in Western Australia, where the shrub flourishes, were explored, with results so satisfactory that Messrs. Plinmar, Limited, of Perth, set about the development of a new industry using Boronia blossom as the raw material, and several months ago succeeded in producing a quantity of concrete attar from the blossom on a semi-commercial scale, and samples of it sent to the United Kingdom were favourably reported on by firms interested in the perfumery industry. It appears that Boronia for years has flourished in West Australia and that the species of special value is classed by botanists as Boronia Megastigma. It is stated that large areas in the south western portion of West Australia comprise swamps capable of producing annually many tons of the fragrant blossom.

was received with sufficient strength to work a loud speaker whilst at the surface of the mine. The cage was slowly lowered to about 120 ft., at which depth music which was being transmitted almost disappeared.

Proceeding lower to a depth of 243 ft., reception began to improve and continued to do so until the full depth of 792 ft. was reached. In this position the music was quite audible 15 ft. away from the set, although the headphones were being used, and this distance would have been considerably increased had a loud speaker been employed. It is proposed to carry out a further test at the company's Parsonage Pit, which is 3,000 ft. deep, and it is confidently expected that some very useful information will be gained from these experiments. A remarkable feature of the above test was that no interference was experienced from the alternating current power cable which runs the whole length of the shaft at a pressure of 2,000 volts.

SYNCHRONOME ELECTRIC CLOCKS.

THE
"SYNCHRONOME"
System of Electrical
Impulse Clocks

An Electrically-Driven Pendulum which gives an exact number of Days.

The Pendulum is combined with a simple switch so that both the time-keeping and switching functions are performed automatically and in a highly accurate manner.

Each dial has only a "one-wheel" movement behind it, yet this simple arrangement gives a uniform and accurate time-keeping without winding up or any other attention. They are correct to within half a minute in six months. Let us show you for complete installation.

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IT'S AS GOOD
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"My wardrobe was getting to look so worn, I just had to do something to brighten it up. And that means, of course, that I took it to the Premier Cleaners, who can always be relied upon to put new freshness and charm into clothes that look 'tired.' Needless to say, I was delighted with their excellent work and reasonable prices."

STEAM LAUNDRY CO.

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BATHING CAPS THAT LAST

We have received a shipment of the latest and best production in Bathing Caps—and are offering same at very moderate prices.

THE COLONIAL DISPENSARY

11, Queen's Road, Central.
Tel. Central No. 1877. Tel. Central No. 1877.

THE HUMAN ZO



The Tough One—"Say, little one, has yuh any idea what time it is?" (Percy has a feeling that it's "one after one.")

Foamite Firefoam

Is the most effective and economical protection your home can have against the demon—

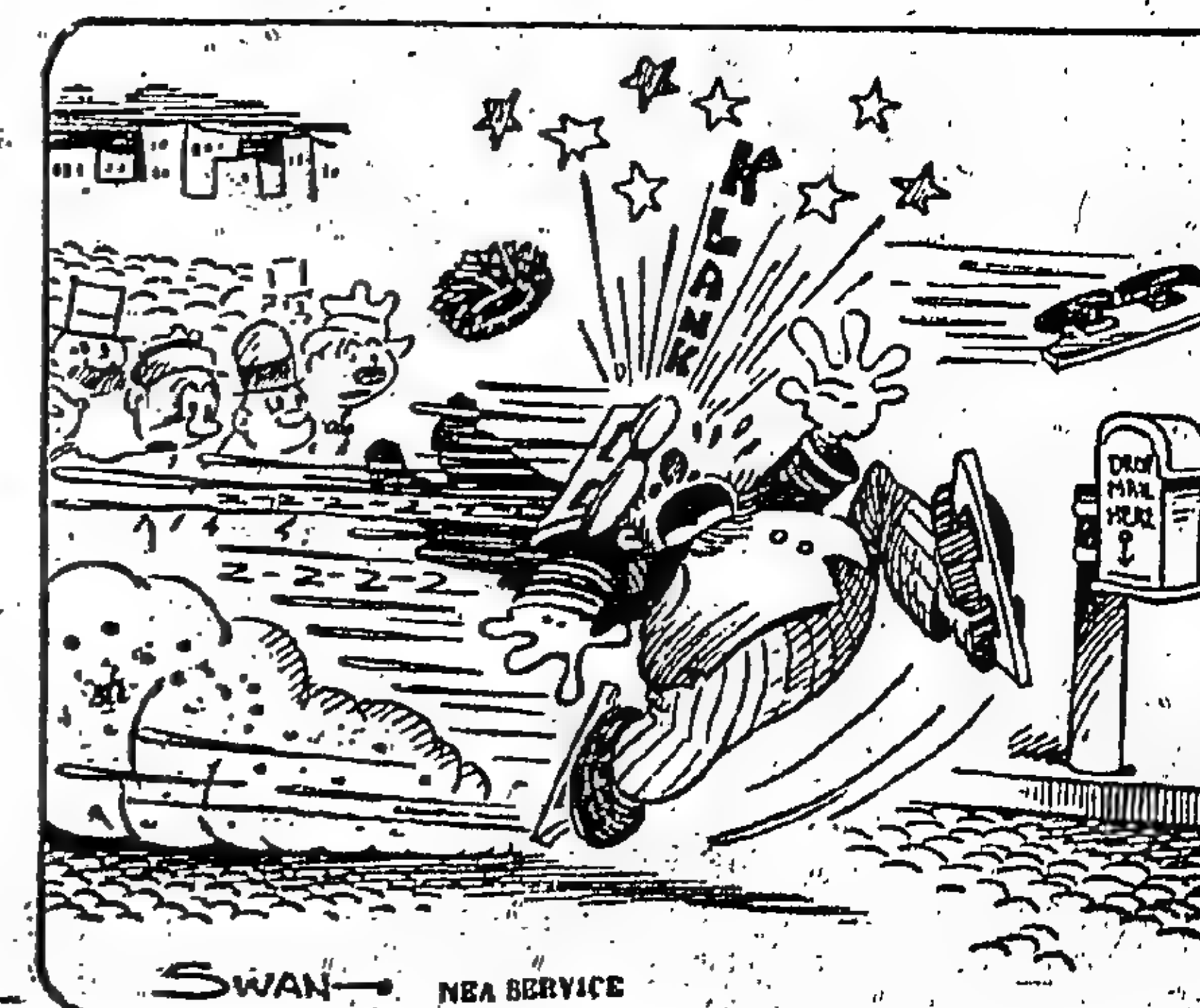
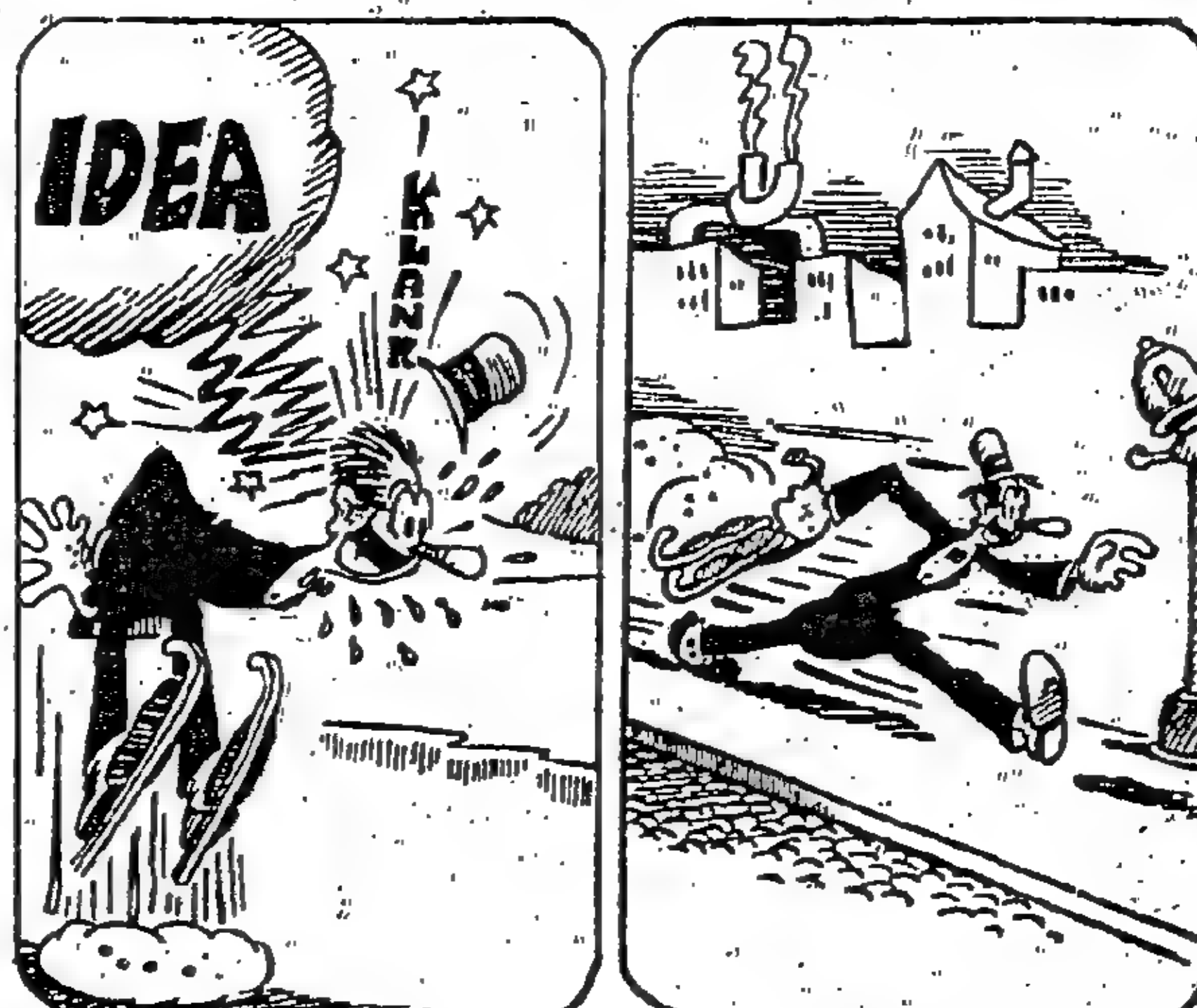
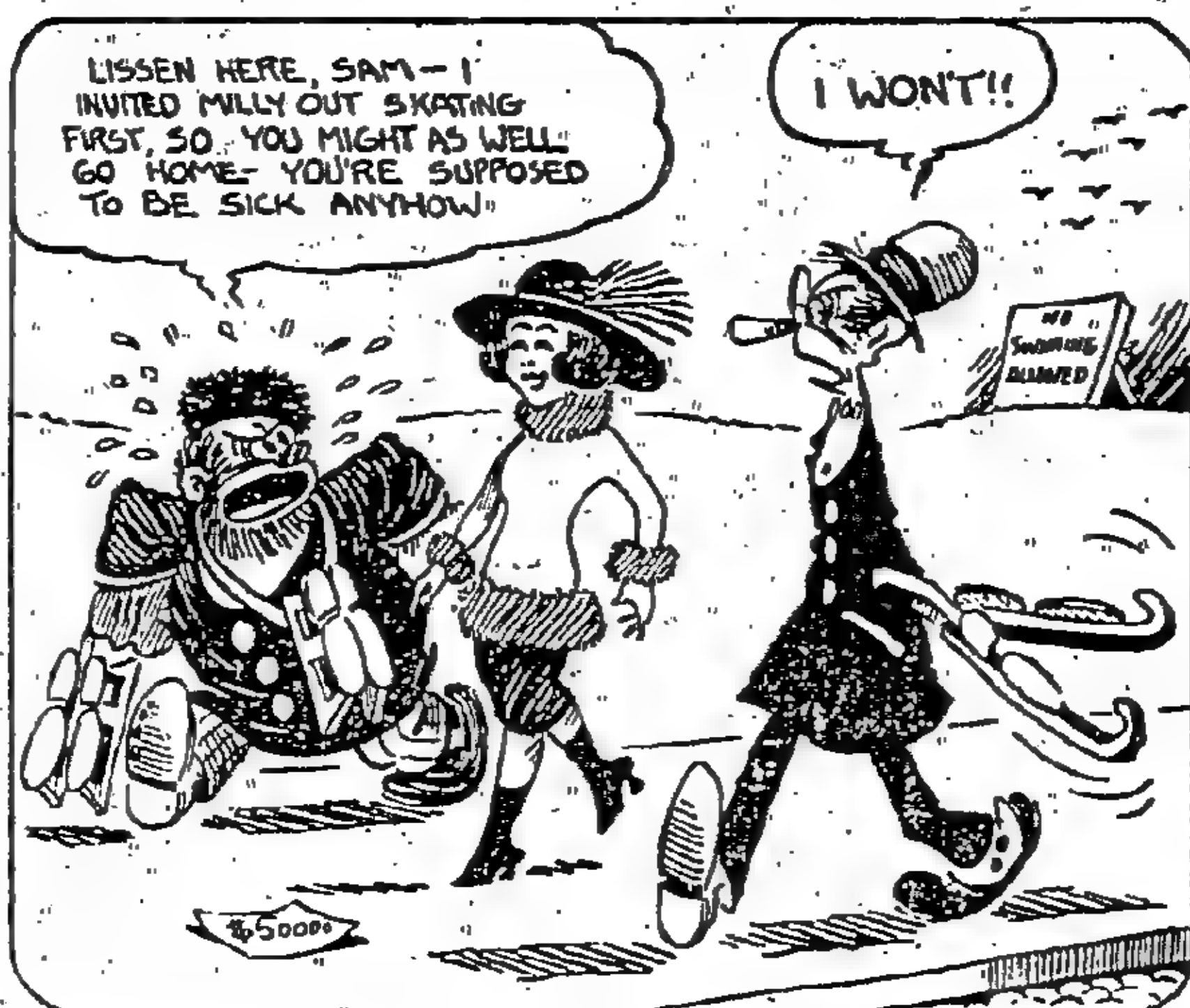
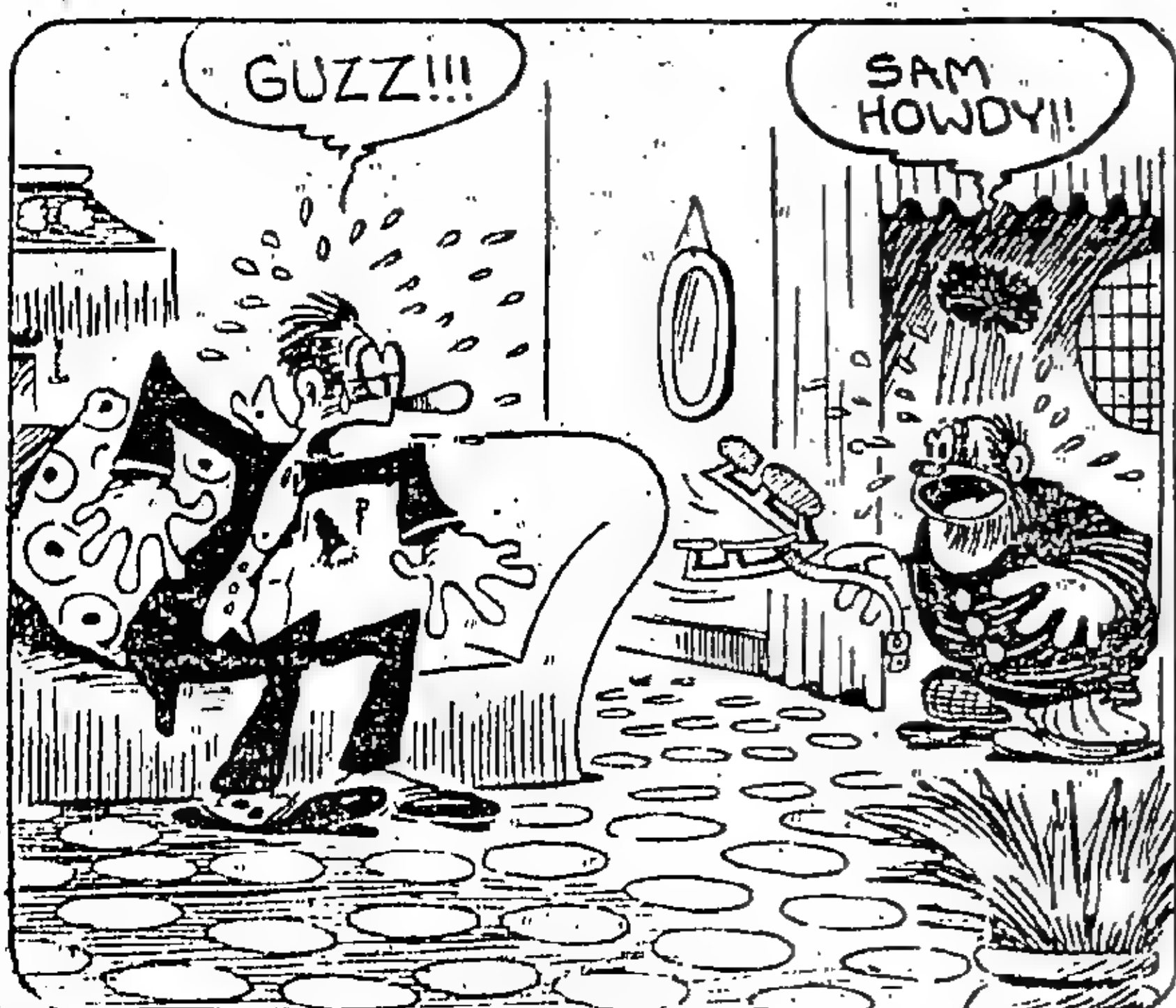
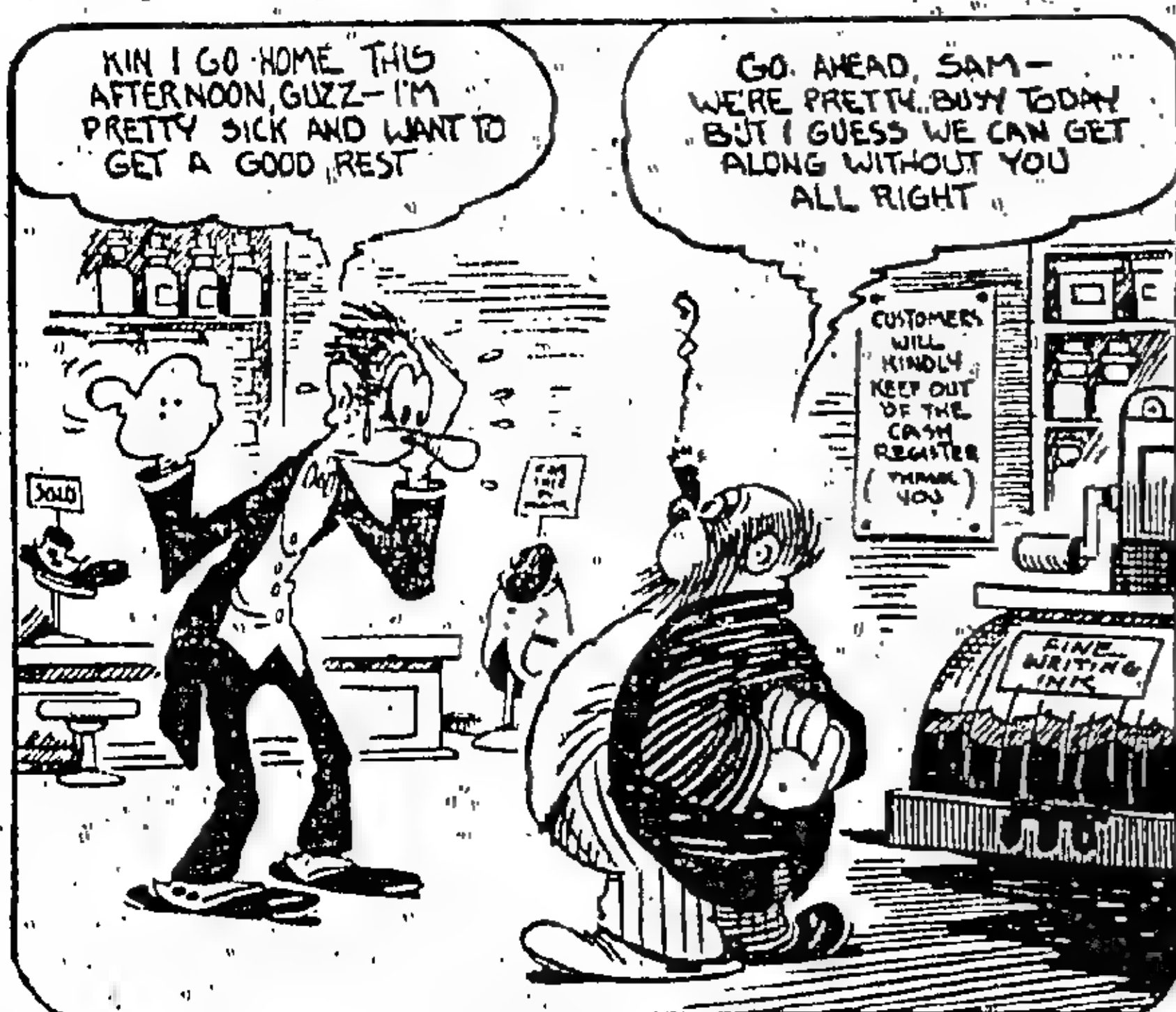
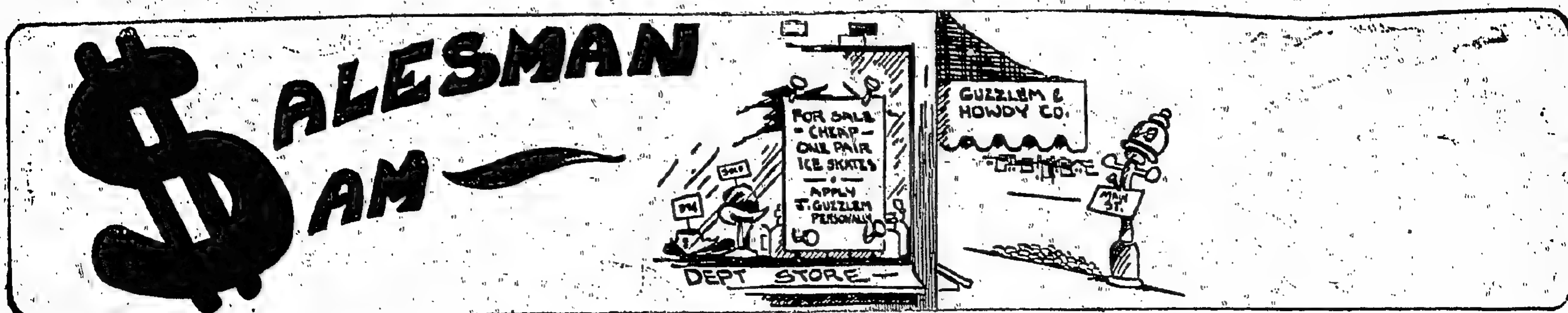


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FULL PARTICULARS FROM—

THE UNITED ASBESTOS ORIENTAL AGENCY, LTD.

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Tel. Central 236

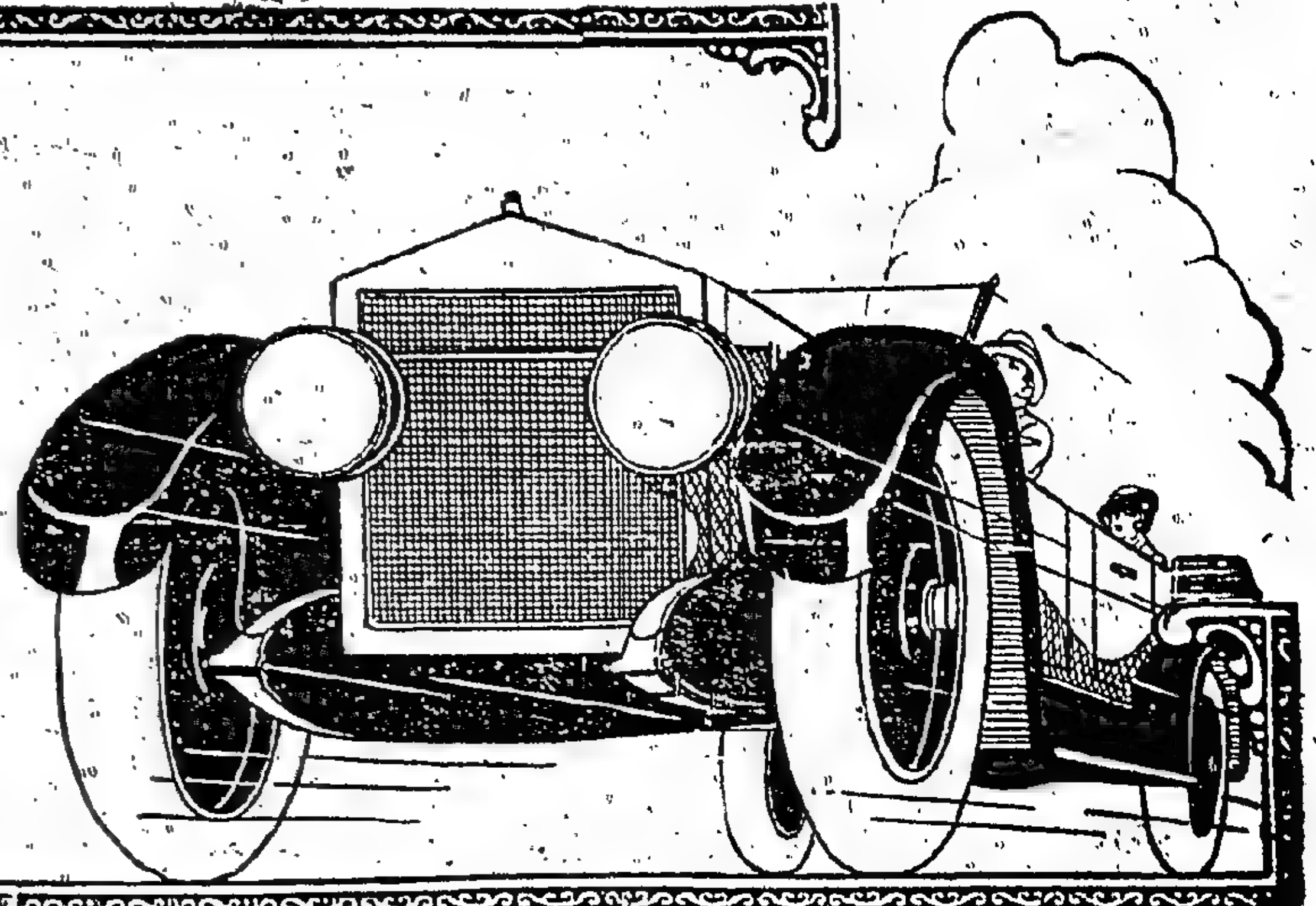
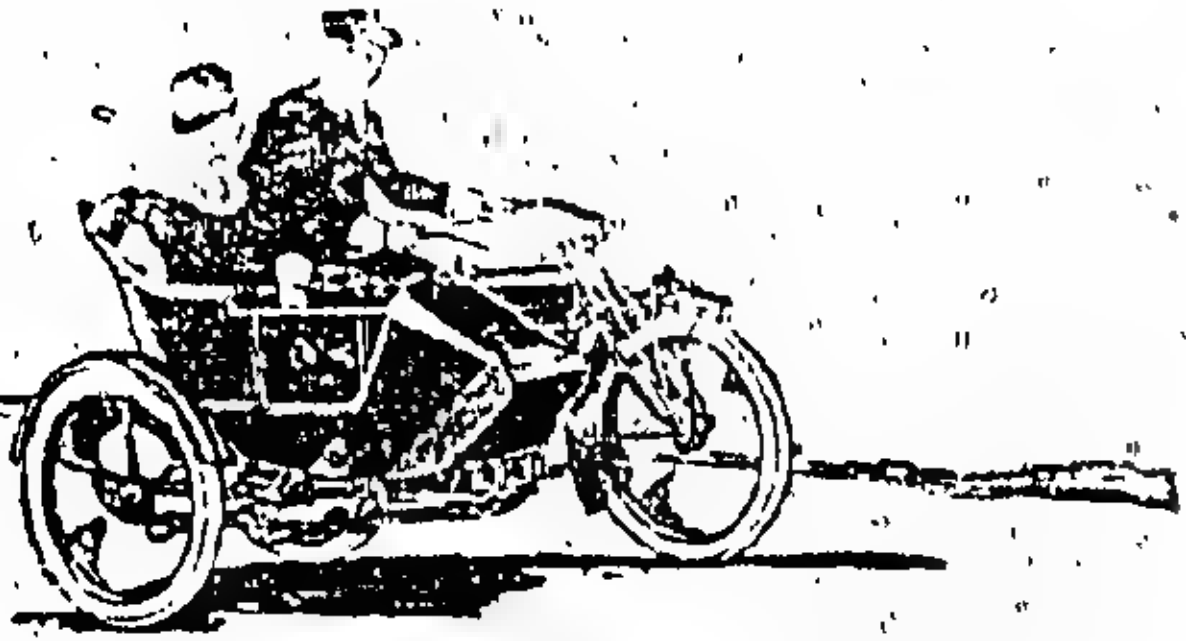


MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

Saturday, September, 15th, 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

There has recently been a reduction in the price of petrol locally to the extent of one dollar on a case of eight gallons. Motorists welcome this cheapening in running costs, and some say there is still room for further reductions. Elsewhere in this issue will be found particulars of reduced prices in the States and in India.

In this connection, the Hongkong Automobile Association has arranged with the Hongkong Hotel Garage to supply members with "Shell" at \$7.10 for eight Imperial gallons, \$3.55 for four Imperial gallons, \$1.80 for two Imperial gallons and 90 cents for one Imperial gallon.

Arrangements have been made by the local Association with the Star Ferry Company, Ltd., to alter the cradles to accommodate narrow gauge motor cars and cycle combinations for transportation across the harbour.

Gradually, the roads damaged during the recent floods are being reopened to traffic. The Stubbs Road is again open and the P. W. D. are to be congratulated in view of the big subsidences which took place. A big retaining wall came down, whilst at another part of the road, there was a breach of some twenty yards but this has been filled in.

Mention of roads served to remind us of the dangerous condition of the Praya East near the Wanchai Police Station. In connection with certain drainage works, there is a good deal of shoring being done, and the shoring have resulted in two or three accidents to passengers alighting from trams. We do not know whether anything can be done to render this spot less dangerous. Motorists also find some inconvenience here, as for a lengthy stretch it is impossible to pass trams at present.

We are glad to see that improvements are being made to the road just before entering Aberdeen village. This has for a long time been a bad bit of road, but it is now being tar macadamised, and a great improvement should result.

The Hongkong Automobile Association is shortly to issue a handbook, which local motorists will no doubt find extremely useful. A similar publication has, we read, just been issued by the Western India Automobile Association. The scope of this book is a very wide one and includes reprints of the various motor vehicle rules which affect motorists in Bombay, prefaced by the rules of the Western India Automobile Association and a list of members. A large portion is occupied in hints on insurance, the care of tyres, repairs and breakdowns, car wiring, magnets and a section of general hints to motorists. Another feature which has been given commendable prominence is "First Aid." Much harm is frequently done by people trying to attend to the victims of accidents when they have not even a knowledge of the fundamental principles of First Aid, and the hints given in the handbook are admirably simple and clear. The last section of the handbook is occupied with maps and particulars of motor trips from Bombay.

Some of the 1924 7/9 H.P. Harley Davidson motor cycles have arrived in the Colony, and very handsome machines they are. The thing that immediately strikes one is that they have reverted to their old olive drab colour, a shade we always thought very handsome, and, moreover, a serviceable colour in that it did not show the dust. The lining is just slightly different, being now a maroon stripe instead of Brewster Green.

Another external feature is that all grease cups and oilers have been replaced by the very neat "Alomite" system of grease gun lubrication. By this means it is possible for a rider to oil his motor cycle in a very few minutes by merely hooking the grease gun over the nipple and giving the handle one or two turns.

The inlet valve push rods now have adjusting screws at the top instead of the bottom of the rod. This obviates the necessity of removing the return spring cover to get at the adjusters and, of course, makes adjustment much more easy. The battery box cover now has two winged nuts holding it in position, and the handle bar grips are slightly different.

Internally, the most important alteration to the whole motor cycle is made—that is in the fitting of aluminium alloy pistons. Alloy pistons have a few disadvantages, but in the hands of the average user their advantages outweigh these. Amongst their disadvantages might be mentioned—Pistons slip when the engine is cold owing to the fact that aluminium has a greater expansion than cast iron and therefore more clearance has to be allowed when cold so that the piston does not seize when hot. They are more liable to seize than cast iron pistons, though, with modern alloys the risk of seizure is negligible. They are liable to get embedded in them which may score the cylinder walls, and they are perhaps rather more brittle than cast iron pistons.

The advantages include lightness which gives much better acceleration and speed; they have a much greater heat conductivity than cast iron; therefore they keep the engine cooler and, for the same reason, their rate of carbonisation is much slower than that of cast iron pistons. It is quite usual to take down an aluminium pistoned engine for decarbonising after a thousand miles or so and find that the piston just has a little black grease on it with no carbon. Provided aluminium pistons are carefully run in and the lubrication is all right, we have no hesitation in recommending them.

The side car has the Alomite grease gun system of lubrication also, but the most noticeable alteration is in the springs. Instead of using "C" springs, the body is now suspended on two 49" semi-elliptic springs which should give the same of riding comfort. Altogether it might be truly said that the Harley Davidson outfit represents remarkable value for money.

NINE COMMANDMENTS

1. Always remember you are an engineer, fully responsible.
2. Always test your brakes when starting; and have them inspected frequently.
3. Never pass a street car when it is stopping.
4. Exercise especial care in crossing in front of a street car or in passing it, as you cannot tell what may be coming on the other side.
5. Always signal with hand when slowing down, turning or stopping, even though you may have an automatic or mechanical warning device.
6. Look before you back, and sound the horn three times.
7. Try to drive with using the horn as little as possible. A sudden noise may stop pedestrians in their tracks rather than warn them.
8. Don't count too much on the common sense of the other fellow. No one is 100 per cent alert all the time.
9. Drive slowly in streets where children are playing. Remember your own childhood.

"SAFETY FIRST."

A Bombay Campaign.

We are glad to learn (says a Calcutta motoring paper) that it has been decided to start a "safety first" campaign in Bombay. A recommendation to this effect is among the resolutions of the committee appointed in February 1921, by the Government of Bombay, to consider the question of the better regulation of traffic in that city. Steps are being taken by the Education Department to issue pamphlets pointing out the dangers of the streets and explaining the various traffic rules and caution notices. A similar movement might well be started in Calcutta, where, though traffic control has been carried out for some time past, there is room for improvement. The chief offenders are of course the Indian taxi-drivers and the garwallas, both of whom habitually show a supreme disregard for all recognised rules of the road. They both commonly turn suddenly across a roadway without the slightest warning, and it is not uncommon to see them deliberately drive past the outstretched arm of the policeman regulating the traffic. In this respect, cyclists are perhaps even greater offenders. It would be found difficult to educate the Indian taxi-driver and garwalla to show consideration for others on the road, but there is no reason why the attempt should not be made.

We have received an extremely well-produced and informative little booklet entitled "Correct Lubrication for the Automobile" which has been issued by the Vacuum Oil Company. It contains over sixty pages and is well illustrated, and in addition to much valuable information on lubrication there is much useful advice on motor-car engine troubles and their remedies, as well as several pages of charts of recommendations. The local office of the Company will be pleased to supply a copy of the booklet to anyone interested.

MOTOR CYCLE TIPS.

Overhauling a 7-9 H.P. Harley Davidson.

(BY "NORTONIA.")

In overhauling a 7/9 H.P. Harley Davidson, the procedure is practically the same as for an Indian Chief and Scout (see previous article), as regards the actual decarbonising. There are, however, various hints and tips which should materially lighten the work.

If possible, remove the inlet valve cage clamping ring and soak the cages with kerosine when the engine is warm; then leave overnight. If the cages will not lift off readily then, run the engine very slowly for a minute or so, when the compression should shift them. The writer had one particularly obstinate cage when it was necessary to gently tap the key on the top of the cage with a hammer and punch to slightly loosen the cage; then a semi-circular piece of metal was inserted through the plug holes and the cages prised out.

Next detach the tank, but remember before loosening any of the holding screws that all pipes must be removed; otherwise, if the screws are taken out and the tank allowed to fall apart the nipples and pipes will suffer. Remember also that unless you are very smart in plugging up the oil socket in the bottom of the tank to which the oil pump pipe connects, the oil will escape and make everything oily. Use the plug provided with the tools; if you use waste, the oil will soak through and set up a continual drip. The writer puts a tap in the oil pipe at a Reading Standard. This is very convenient, but of course it should always be turned on until some adjustments make it necessary to detach the oil pipe. The steadying bolts holding the tops of the cylinders to the under tank tube have a habit of sticking; so it is well worth while getting a special substantial spanner made to fit the nuts.

Remove the cylinders and decarbonise exactly the same as previously described; also attend to the valves in the same way. Replace the cylinders and see that the valve cages are making an air-tight joint. Replace the tank and see that the speedometer and tool-box are firmly screwed down; otherwise they will work loose and strip the threads from the top of the tank screws, which should, of course, be tightened up, first, leaving the three bolts under the tank until the top screws are fixed.

Reconnect pipes and gear lever and see that the safety device for locking the gears is really operating; otherwise, the gears, especially top, will be always jumping out of engagement. This device mainly consists of a key on the clutch operating shaft running across the top of the gear box engaging with a gear shift rod.

The clutch should be adjusted by means of the six tension screws holding the springs until there is the merest trifle of slip when the throttle is opened suddenly with a good load up. The operating rod should be adjusted by screwing up the nut seen through centre hole in the chain case, until the three logs on the outer plate just touch the inner plate. This position can easily be found by first loosening the nut and lock nut and letting the spring push the plate outwards. Then push the plate in by hand until you feel the logs touch the inner plate. Then tighten up the nuts till they touch the plate and just give one turn more.

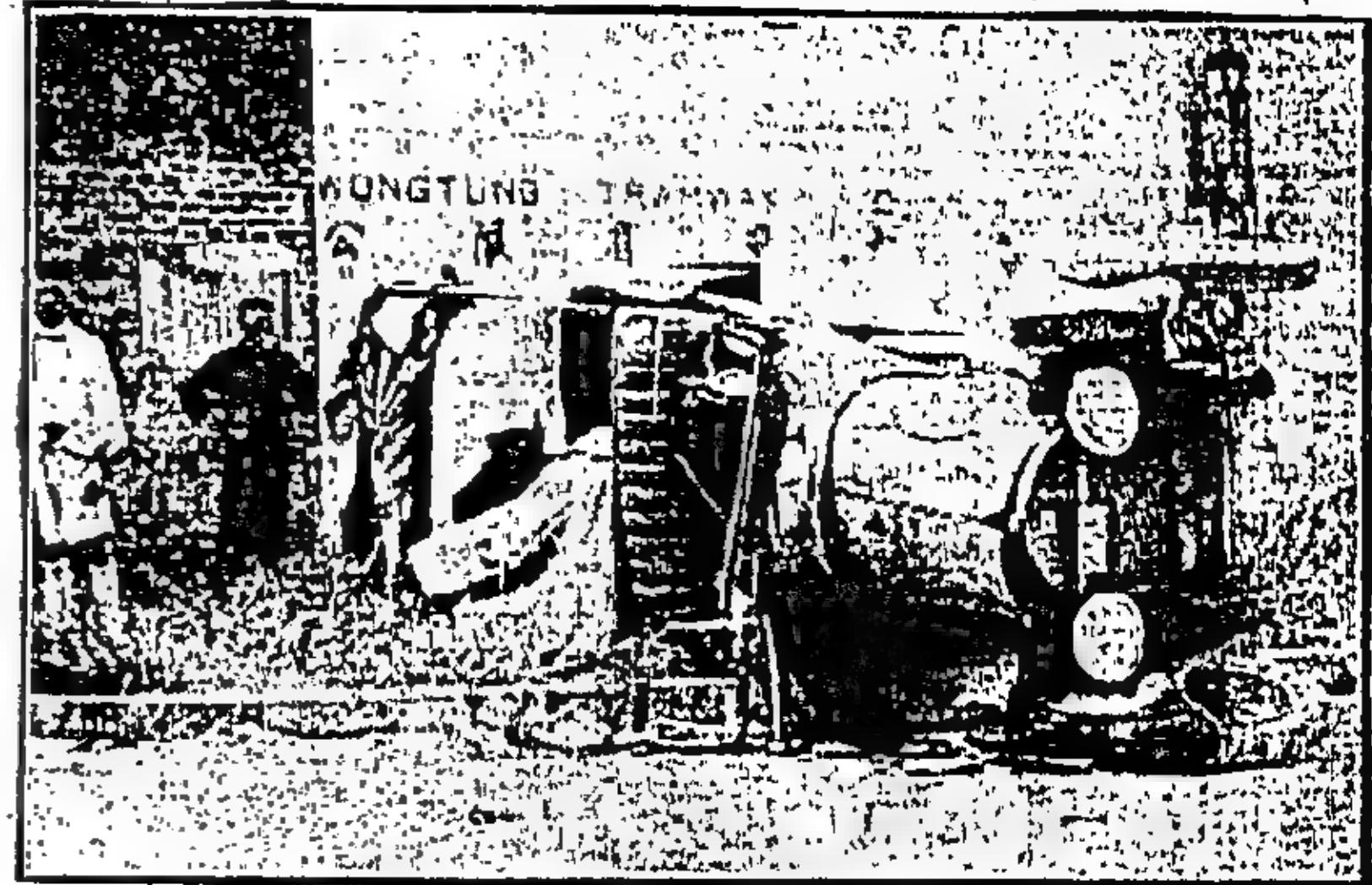
It is worth while spending a little time adjusting the "Harley" clutch as when correctly adjusted one could hardly wish for a better one. Tune the carburettor as recently described, and the electric system, if working correctly, should be left alone. It will pay you, however, to get the battery charged at a garage. When you are overhauling the machine adjust the inlet valve so that there is no clearance when cold; the rocker lever should move freely, but there should be no perceptible clearance. When the cylinder gets hot, the clearance will be correct.

The exhaust valves should have 4-5/1000 clearance and the distributor and plug points 20/1000.

If any point is not clear or any advice is needed on the electric system, etc., write to "Nortonia," c/o Hongkong Telegraph.

[Next week: "How a Machine is Tuned for record breaking at Brooklands."]

A CANTON SMASH.



Above is a picture of the car of the Commissioner of Public Safety at Canton after it came to grief whilst passing another car. One passenger was killed and six injured.

THE RULE OF THE ROAD.

With Particular Reference to "Cutting Across."

Amongst the motoring records kept at the Daily Chronicle has been started a Schedule of Readers' Complaints about bad driving and similar road dangers which can be improved.

The organisation is essentially simple. Any complaint received is scheduled under adequate cross-references. So soon as three readers have complained about one specific point, the trouble is dealt with in this column. Here's the first batch:—Motor cyclists and cyclists have complained once again about the old trouble of "cutting across" overtaken traffic. This is a common driving fault—and, incidentally, one to which a fair number of motor-cyclists are addicted. But I do not want to start a "class war" argument so we will deal with cutting across irrespective of the type of vehicle.

Keeping to the Left

When you overtake any species of road traffic it is obvious that you must assume a position nearer to the right of the road than the traffic unit being overtaken.

The fact of being temporarily on the "wrong side" of the road leads many people to too great a hurry in getting back to the left.

And one can only assume that "cutting across" owes its origin to that feeling of being on the wrong side.

At the risk of getting into dangerous waters, I must try and give you a better understanding of the "Rule of the Road" as it is interpreted legally, and as it binds you and your road behaviour.

In the first place failure to keep to the left is only an offence when meeting approaching traffic. Secondly the left of the road only means to "the left of the centre"—not on the extreme left. Thirdly, in all legal cases, the "rule of the road" is accepted as one of convenience and general safety interests, rather than as of didactic regulation.

The Legal Aspect.

Consequently there is absolutely no legal need for you to hurry back to the left of a clear road after overtaking other traffic. On the contrary, if the road in front of you is clear there is legal right and moral obligation to stay on the right until you are fully clear of the overtaken traffic.

Please understand, therefore, that on a clear road there is no legal or moral reason (or any other reason) to rush back to the left after overtaking other traffic.

In fact, on an open road, and until approaching traffic appears you are legally entitled to drive on the right. But it would be silly and dangerous in most cases to exercise that right.

Another complaint which has reached the "three readers minimum" entitling it to comment, is the sounding of the horn too late. These readers complain that faster cars draw abreast before sounding the horn to give warning.

Sounding the Horn.

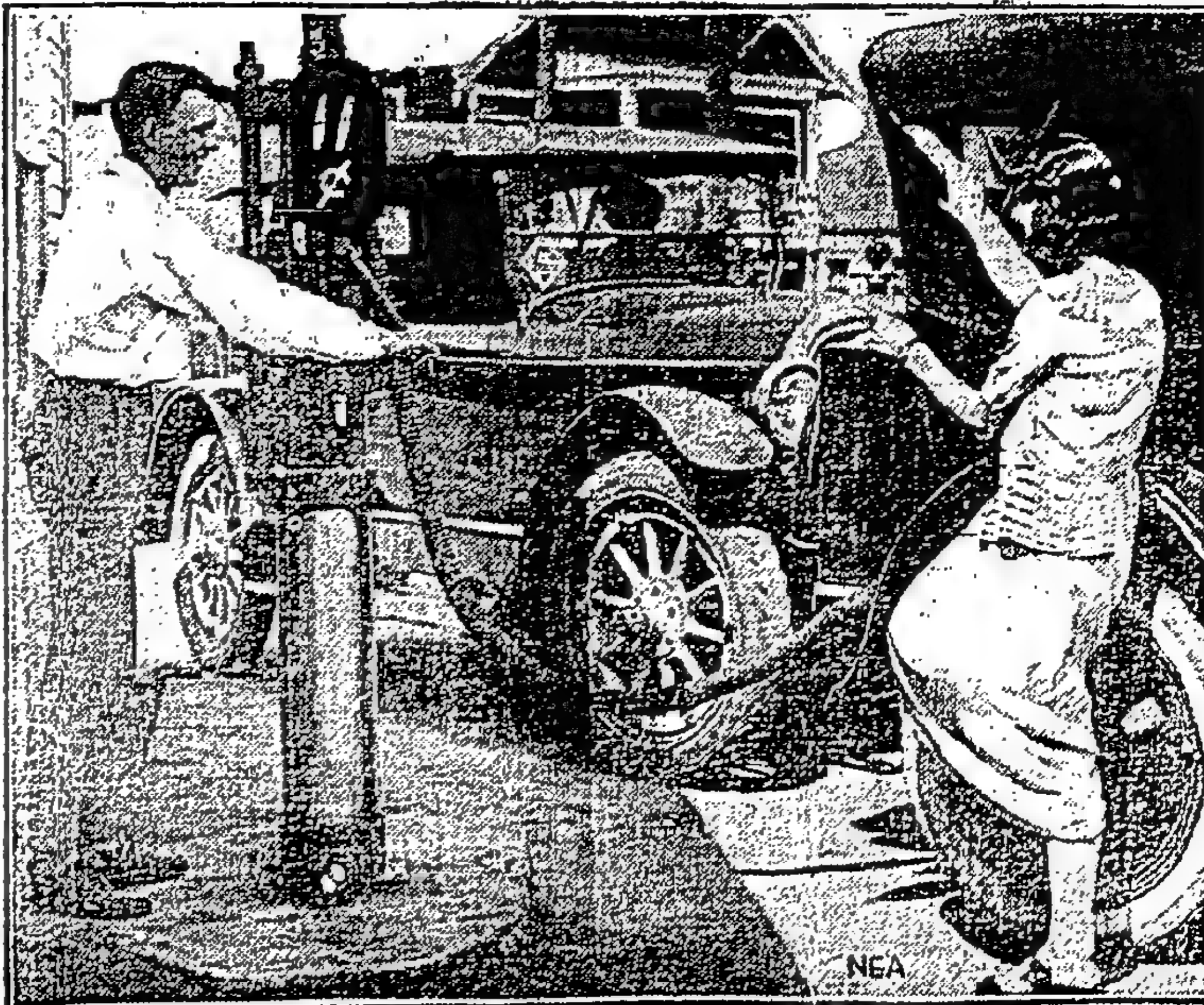
Always remember that the person driving the vehicle you want to overtake may be a novice or of a nervous disposition. Always sound the horn at the maximum distance behind the traffic you want to overtake at which the sound is likely to be heard comfortably. Then look for an indication that the sound has been heard, the normal factor being that the vehicle ahead will move to the left a little.

Then, just as you are drawing abreast, it is a wise precaution to give a further—if quieter—indication of the fact that you are passing.

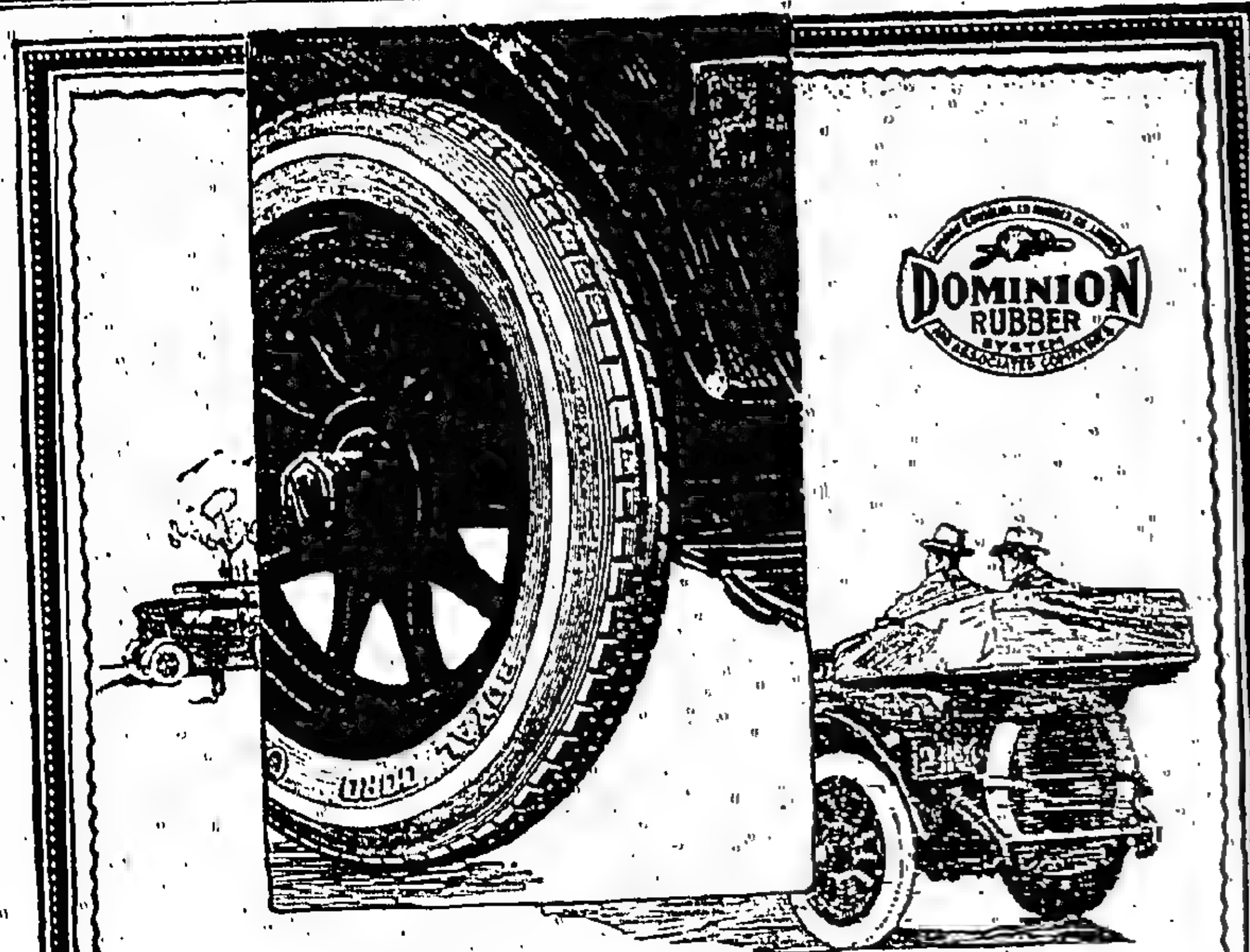
The third point is one which was dealt with recently—slow traffic keeping to the centre of the road to the inconvenience of a volume of normal-speed traffic wanting to pass.

As explained above a slow car has a legal right in the case, but courtesy demands that if you know yourself to be slower than the average traffic on a busy road, you should not inconvenience it.

PETROL 11-CENTS A GALLON.



A snapshot from Los Angeles showing petrol being supplied at the reduced rate of eleven cents a gallon.



In Royal Cord Tyres there are no cross threads to chafe and heat the tyre. All the Cords go one way in each layer. Thus are thousands of miles added to normal tyre life.

ALL SIZES IN STOCK
COMPETITIVE PRICES
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HARLEY-DAVIDSON

ALEMITE LUBRICATING SYSTEM

FUL-FLOTTING SIDE CAR SPRINGS

MOTOR CUTS VIBRATION IN HALF

OLIVE GREEN COLOUR SCHEME

FIRST IN ACCELERATION
TEST FOR COMBINATIONS
HELD IN RECENT TRIALS

SHEWAN TOMES & CO.
Telephone 781.

QUESTIONS & ANSWERS

"Scrutator" Replies to Queries.

["Scrutator" is prepared to answer questions relating to motoring. Queries should be addressed to him c/o Hongkong Telegraph. They should be sent in not later than Tuesday each week. Below will be found a question and answer.]

H.A.S. writes: There is still a knock in my engine, after having all the bearings adjusted, and I suspect that it may come from loose piston-pins. Is there any test that will show whether or not this knock is from the pins?

Answer: You can set the engine running idle and attach a valve lifter, so that the exhaust-valve of one of the cylinders can be opened, at will. If, when it is opened, the knock ceases, there is good reason to believe that the piston pin of this cylinder is loose. The rest of the cylinders can be tested successively. This test is based upon the following considerations: When the valves are operating normally, suction exists within the cylinder during the intake stroke, while during the compression stroke there is pressure within it and the effect of the sudden reversal of the force acting on the piston, is to bring out any looseness of its pin. With the exhaust valve open, the piston is practically under atmospheric pressure during whole cycle, with no gaseous pressure on the piston and play at the pin is not developed.

PETROL PRICES.

Reduction in India.

Following on the news that the price of petrol at Home had been reduced from two shillings to 1s. 8½d. per gallon only 1½d. per gallon above the pre-war price came the announcement that in consequence of the heavy supply of petroleum spirit in America affecting the world market prices, the price of petrol in India, Burma and Assam would be reduced by 2 annas per gallon with effect from the morning of July 23rd. The price of petrol in this country is now Re. 1/12, which is still 7½ annas above the Home price, and we understand that the Automobile Association of Bengal intends to push on its campaign with unabated energy, and to press for a further reduction of at least 4 annas per gallon.

FORD OUTPUT.

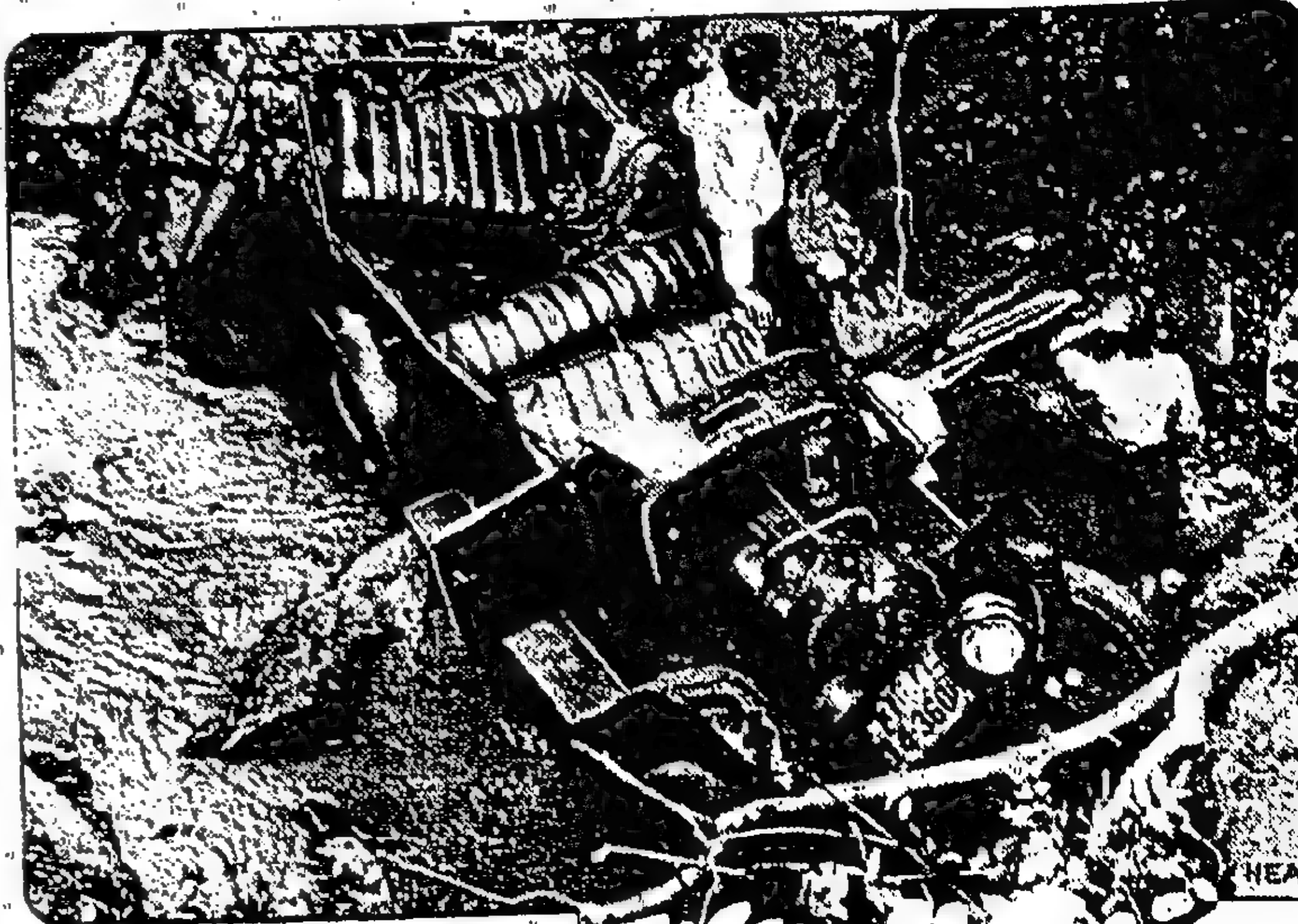
Production of the Ford Motor Company continues to move up to new records. During the week ending Tuesday, July 17, domestic assembly plants turned out 40,803 cars and trucks.

The new record is 428 better than the previous high mark which was 40,375 for the week ending Tuesday, June 19.

Fordson tractor production for the week was 1,131.

The Lincoln division of the Company also set a new record for the week ending Tuesday with a total of 206 cars.

WENT OVER BANK.



This machine, carrying three women and a man, plunged over a 40-foot embankment at the Virginia end of the Chain bridge near Washington. One of the women was seriously injured. The man was cut about the head.

SOUNDING THE HORN.

Unnecessary Hooting a Source of Danger.

How to use and how not to abuse the electric horn was the subject of an article in a recent Home paper. And letters received from several motorists in Devon, particularly in the Exeter area, show that the "sounding of the warning device is a burning question in that district.

As the difficulty is one which might be started in other parts of the country, I will deal with it, says Capt. E. de Normandville.

It appears that the police authorities in Devon are not enamoured of the quiet motorist. Traps have been set, and motorists have been fined for not sounding the horn when taking bends in the road.

Please mark the word "bend" as I should have no criticism to offer if such action were taken in regard to closed or blind corners. And in justice to the police activity which I propose to criticise, it must be admitted that I have only second-hand knowledge of the type of bend in question.

A Safety First Rule.

But if these correspondents are correct as I naturally assume then the police authorities are either guilty of persecution, as different from prosecution, or making an error of judgment.

I have never heard of the Exeter authorities being anti-motorist; so assume that this campaign of theirs is intended for public safety. If the road bends are really only gentle curves, as I am informed, then the police activity for Safety First is undertaken through a misconception.

You may take the following rule as an absolute fact for all Safety First interests: "It is an error to sound a warning device at any time when such warning is not necessary."

There are several logical arguments for this rule: We will deal only with the more important. And in this connection there are two categories of the motorist personally, and the motorist and other road users.

Familiarity Breeds Contempt.

We will take the motorist and other road users first. To make the point clear, I will take an extreme case on the reduction of absurd principle.

If every car driver who passed a pedestrian walking on the path-way sounded his horn, the pedestrian would get so accustomed to the sound that it would cease to be a warning at all. It would become an unpleasant additional noise to the normal sounds of traffic and cease to convey "warning" at all.

A more important defect of unnecessary horn sounding is the psychological effect it has on the motorist. He will gradually, and even unconsciously, form the exceptionally bad habit of "driving on the horn."

He will come to think that because he has sounded the horn all is well. He will "take bends on the horn" and even corners.

Such driving is a serious offence against Safety First principles, and I would gladly applaud the

CHEAPER PETROL.

The Reduced Rates in America.

Washington, Aug. 3. For the first time in nearly 10 years motorists are coming to know in some states the meaning of "cheap gasoline."

Back in 1915, when consumption was not so great because the number of autos in use was decidedly less than now, gas sold for 11 cents in New Jersey, 15 cents in Massachusetts, and even 10 cents in Illinois and other places.

That, however, was held to be the "market" price at the time, and the Federal Trade Commission, in a ruling declared its opinion that Standard Oil companies virtually fixed the price for the entire country.

Followed then a period, especially after the war, when money was plentiful, and motor car prices were not beyond the reach of the average man. The demand for gasoline shot up. So did the price. And as a result, producers rushed to the oil fields of Texas, Oklahoma and California and a period of drilling set in unequalled in history.

This frenzy was at its peak in the summer of 1921. Production records were smashed. In July of that year 569,711,415 gallons of gasoline were produced, an increase of 44,000,000 gallons over the previous month.

But producers didn't stop there. More wells were drilled, and a short time ago, despite the heavy demand for gas, the supply was greater still. Governor McMaster of South Dakota bought much of this "overproduction" and sold it to the public at 16 cents. Then things started for fair.

Oklahoma leads in production of petroleum. California and Texas are tied for second honors.

The United States produces and uses unbelievable quantities of gasoline. In 1922, when consumption reached a peak, the wholesale value of gas consumed by domestic and export sources was approximately \$1,160,000,000.

HONOUR FOR FAMOUS DESIGNER.

A great honour was paid to Mr. P. H. Royce when a statue to the designer of the Rolls-Royce car was unveiled at Derby recently. The R. R. factory was originally at Manchester, but many years ago the growing demand for the car necessitated extensions which the existing site did not permit, and the scene of operations was shifted to Derby.

Exeter police authorities if they took action against that dangerous small minority who use the warning device too much, and rely on it as giving a right of way.

But from the Safety First standpoint it is extremely difficult to lay down with accuracy the precise point where the horn should be sounded—apart, of course, from the obvious occasions.

On a gradual and gentle bend, I say emphatically that it is inculcating greater danger to demand the sounding of the horn. To force such action is simply to teach the motorist "to drive on the horn." And that is one of the most dangerous types of dangerous driving.

FOUR-WHEEL BRAKES.

More Popular But Need Doubtful.

Although four-wheel brakes are gaining in favour among the automobile manufacturers it is a question whether they are really necessary or really worth while.

This doubt as to the practicability of four-wheel brakes is expressed by several automotive engineers who have been among those studying their use. Yet, it is believed generally that four-wheel brakes will come into wider use, even on middle-priced cars.

That this belief is well founded is proved by Buick's adoption of such system.

But that doesn't mean that the four-wheel brake system is fully improved and ready for general adoption. There is much to be done toward making it practicable for use on the medium-priced car. The cost must come down, and yet all four brakes react as evenly and perfectly as those now being installed on the Duesenbergs and other high-priced motor cars.

Until this is brought about, engineers say more attention should be paid toward perfection of the two-wheel brakes now in use. They need further improvement, the opinion is, and the transmission brakes need development.

The reason why four-wheel brakes impress motorists, engineers say, is chiefly because the two-wheel brakes they have been using have not given real satisfactory service. The two-wheel system could just as well be made to perform better; and, in fact, well enough for present automotive needs. If this could be accomplished, therefore, there would be no need of adding two more brakes to the car.

Inefficiency of the two-brake system, however, has caused quite a stir among the safety experts and legislators of the country. Several states have been compelled to pass laws calling for regular brake inspection. In smaller localities, also, police authorities see that the brakes on automobiles work properly.

Brakes are considered now the most important part of the automobile, due to the potential danger lying behind their faultiness. For this reason, the National Safety Council is pressing a nationwide campaign to educate the driver into having his brakes inspected regularly before he goes out on any trip.

This organization has been sending out circulars giving instructions on the proper care of brakes, their manipulation, adjustment and maintenance. Suggestions on the right way to stop the automobile in all conditions of traffic are sent out, so that street safety may be increased.

An automobile owner who looks after his brakes at regular intervals, who tests them weekly and sees that they are immediately adjusted, if they show the least tendency toward slipping, needs no more than two-wheel brakes to stop his car effectively, under any conditions.

GLARE PROTECTION.

The most effective protection against strong sunlight and glaring lights is a shield of opaque or translucent material placed in the left-hand corner of the windshield, behind which the driver may hide his eyes.

HONGKONG HOTEL GARAGE.

We have pleasure in announcing that this Company has been appointed Sole Agents for Hongkong and South China for ARROL-Johnston, Ltd., Manufacturers of the well-known

ARROL-Johnston and Galloway Cars.

The prices of these cars in Hongkong will be the local equivalent of the listed prices ruling in GREAT BRITAIN.

We have made arrangements with the Arrol-Johnston Company, whereby a visitor to Great Britain from the Far East will be enabled to purchase at list prices an Arrol-Johnston or a Galloway Car for his use in the Homeland, and on his return to the Far East to have the car sent to the factory to be overhauled and suitably geared for the Colony of Hongkong. In addition, the car would be packed, insured, and shipped to us for delivery in Hongkong, free of all charge to the owner.

Further particulars can be obtained from our Garage Showroom in Pedder Street.

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THE UNIVERSAL CAR

TOURING CARS H.K. \$1250
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DELIVERIES OF TOURING CARS AND SEDANS FROM STOCKS.

TRUCKS FROM OUR NEXT SHIPMENT.

ALL ELECTRICALLY EQUIPPED WITH STARTERS.

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NO CHANGE IN OUR AGENCY FOR THE ABOVE.

Full Stock of Spares Carried

BRITISH MOTOR NOTES.

Specially Written by the R.A.C. Correspondent.

At one time or another there has been much talk about the presumably insufficient ground clearance of British vehicles offered in other countries. The writer's view is that the importance of very high clearance is often exaggerated. There are certain conditions under which it is necessary, but in many districts in practically every country in which roads exist at all the clearance of the normal British vehicle is absolutely adequate. At the same time, for the benefit of those who disagree with this theory, a few examples of modern practice may be given. The "Wolseley Twenty" has a clearance of 10 inches. The Westcott, a new light car of 10-15 h.p., has a clearance of 10½ inches.

Among commercial vehicles the Dennis 2½ tonner has a clearance of 11 inches under the back axle and, as already mentioned, the lowest clearance of any of the Guy series is 10 in.

Marine Engines and Small Craft.

The recent Exhibition of small craft in London undoubtedly stimulated interest in motor boating. Marine engine manufacturers are now nearly all specialising largely on the production of moderate powered sets marketed at really moderate prices. Amongst these may be mentioned the Thornycroft, Ailsa Craig, Brookes and Aster. Plenty of attention is also being given to the requirements of small boat owners, or yachtsmen needing auxiliary power. There are now several British outboard sets on the market and also very neat and reliable inboard sets of about 5 or 6 h.p., of which the two-cylinder two stroke Saunders is a good example.

In respect of business in complete craft, the Thornycroft report very widespread activities which justified the creation of a strong world wide selling organization. The firm has its own staff representatives resident in such countries as India, Australia, China, Canada, Scandinavia, South Africa, Egypt, Federated Malay States, Siam and Borneo.

Recent deliveries of Thornycroft vessels of considerable power and size have been made to the Argentine, India, Brazil and other countries.

The Railhead Launch Company have recently built the hulls for some very interesting shallow draught boats for South America. These are equipped with the Ailsa-Craig-Hochkiss hydraulic propulsion sets. The ordinary propeller is dispensed with and there are no projections outside the hull. Consequently the running of such boats is unaffected by weeds. In one instance a 23 ft. launch has been constructed which, when fully loaded, will work freely in no more than four inches of water.

Messrs. Saunders of Cowes, whose speciality is the use of "Consta" plywood in boat construction, have recently been engaged upon a 73 ft. motor yacht which is fitted with two 6-cylinder 60 h.p. Wolseley engines. They have also constructed a 22 ft. launch with a 12 h.p. Wolseley engine for His Majesty the King, for use in connection with his racing cutter "Britannia" during the "Consta" plywood differs from ordinary plywood inasmuch as the layers are sewn together by a patented method which effectively prevents the wood from cracking or warping under any climatic conditions whatsoever.

Motor Manufacturing Prospects.

The Association of British Motor Manufacturers is the essentially national organisation of the motor industry in Great Britain, as distinct from the more international Society of Motor Manufacturers and Traders, which organises the annual motor exhibitions, and controls the work that the industry does in the interests of the use of motor vehicles as a whole, without regard to their nationality. Consequently it is to the former body that the writer has applied for an opinion as to the prospects at the present juncture, and an endeavour may be made to express the general view as briefly as possible. The past year has been a time of trial, but there are at least two happier factors in the present position. On the one hand the trade slump is gradually passing away and buyers are becoming more accessible to argument. On the other, though the slump has definitely destroyed some manufacturing concerns and crippled others, the industry as a whole has stood it better than most people expected. Yet a third point may be added. The temporary lack of home trade and the urgent necessity for providing employment has compelled manufacturers to turn their attention more than ever to the Overseas markets. Overseas trade has been rendered difficult by abnormal rates of exchange and by the erection of high tariff walls, but these things are likely to rectify themselves gradually. Meanwhile, the war at least enabled British products to be tested on an immense scale under the roughest possible conditions. Any weak spots that existed were traced and eliminated. After the war there was an abnormal demand at home, at a time when production was necessarily restricted. Later the slump prevented the industry from catering effectively for the Overseas markets, many of which were overloaded with vehicles of all nationalities. The difficulty of the position was accentuated when the markets were flooded with the surplus vehicles of the various Governments that had been concerned in the war. Now, however, trade is becoming more and more normal, but the enlarged facilities for production can only be utilised if Overseas markets are regained. Consequently there is a very strong general tendency among manufacturers to do their best to produce vehicles absolutely suited for use in all parts of the world, so that in the long run the depressing period through which we have passed may prove to have been the ultimate advantage both of manufacturers and of motor users.

Light Commercial and Public Service Vehicles.

In the present advanced stage of development the introduction of anything at all revolutionary in the design of public service, and commercial vehicles is extremely unusual and one is therefore compelled to deal with tendencies rather than with marked innovations. Until recently British manufacturers have rather inclined to neglect the lighter classes of industrial vehicle, but two or three leading firms are now specialising largely on the production of chassis for the 9-11 cwt. loads, or alternatively, of such boats is unaffected by weeds. In one instance a 23 ft. launch has been constructed which, when fully loaded, will work freely in no more than four inches of water.

The chassis of chassis of which the Guy 25-30 cwt. is typical is of very wide utility. It appeals to substantial retailers in a great variety of trades and also to companies and individuals operating buses or coaches, either for short trips or for regular stage work where the traffic demand is not particularly heavy and would not justify a frequent service of larger vehicles.

CHEAP MOTORING ERA.

Costs Below Pre-war Scale.

By the out in petrol prices announced, motorists in Britain may be congratulated on being able to use better cars for less cost than in different ones before the war. To-day the price of what is marketed as No. 1 grade motor spirit is 1½d. more than it was at the time war broke out; and No. 3 grade is about 1-9d. less per gallon. Such has been the development of carburettors and engines that what we call No. 1 grade spirit to-day is more akin to No. 3 grade pre-war. The fact is "the powers of digestion" of the carburettor of one era are different from those of another, hence the premium is now on this class of spirit, now on that. The fall in price has long been foreseen, but its accomplishment is none the less welcome on that account.

Properly to appreciate the significance of the fuel situation to-day we must bear in mind that a pint of petrol gives you very much more motoring in 1923 than it was possible for it to furnish you with in 1914. The main reason lies in the great development of carburation, engine design and ignition apparatus. Further, cars are being made relatively lighter for their accommodation and powers of performance, hence less fuel is needed under that head, too. Again, we do not use anything like the amount of lubricating oil per number of engine hours run that was deliberately wasted, to the fouling of the power plant in the pre-war period. Therefore, we are really at less charges for those bills than before the campaign. In regard to tyres, nowadays the bills range about one-third of pre-war scale because the product has been improved almost out of recognition, yet in some cases the price is below pre-war cost for a pneumatic and tube.

R.A.C. Grand Prix Celebrations.

The Royal Automobile Club has been prompt to celebrate, in fitting fashion, the signal British victory in this year's Blue Ribbon motoring event, the Grand Prix, at the beginning of this month. It has just given a luncheon in honour of the drivers, mechanics, and all concerned with the success of the British Sunbeam team. The Hon. Sir Arthur Stanley, chairman of the club, who presided, presented gold medals to the drivers, Major H. O. D. Segrave, M. Albert Divo, and Mr. Kenelm Lee-Guinness, who achieved first, second, and fourth places respectively. He also gave silver medals to the mechanics, and well they earned them, being practically black and blue at the end of the punishing race. Mr. Louis Costantini, the engineer-in-chief, who was mainly responsible for this victory, as well as for the 1912 Blue Ribbon Grand Prix-Coupe de l'Auto success of the Sunbeam—thus having the unique honour of securing for this country two out of the only three Blue Ribbon victories it has gained in the international lists—expressed the hope that, in 1924, we should have a British Grand Prix, according to whatever regulation obtained for next year's French race which, in turn would apply to the leading Italian, German, and American events, these being really international rules.

Sir Julian Orde, who represented the Club at the Grand Prix, said it was "the finest race ever driven." For courage, skill, determination and discretion it had never been surpassed. Sir Arthur Stanley conveyed the Duke of Connaught's message of congratulatory to all concerned with scoring such a notable success for British prowess.

SWIFT MODELS.

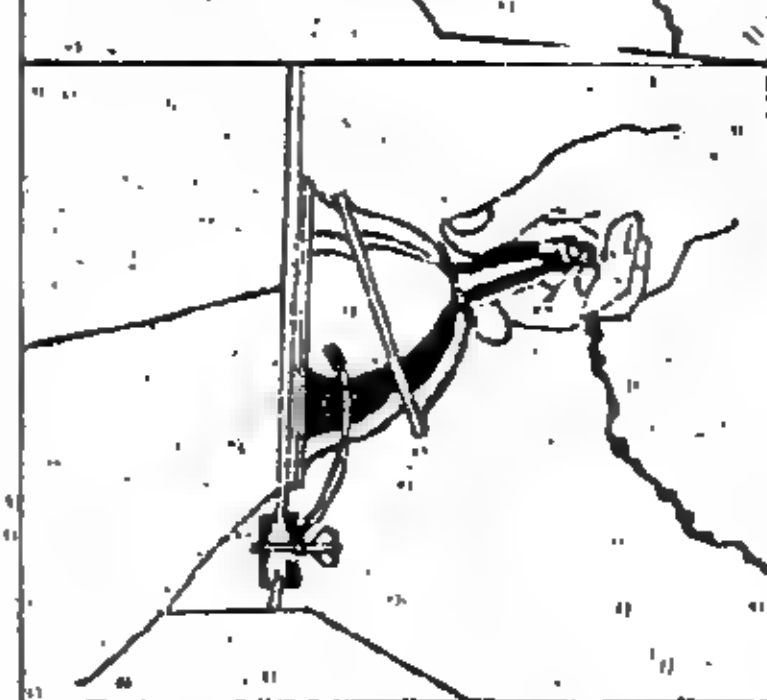
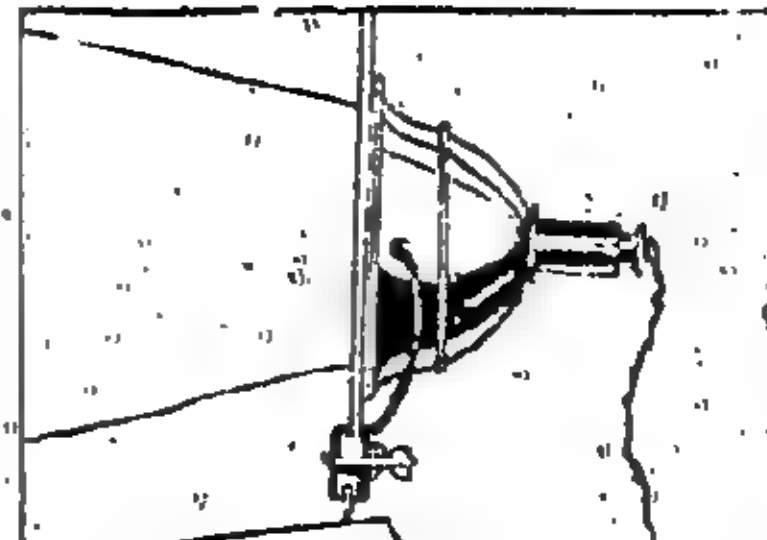
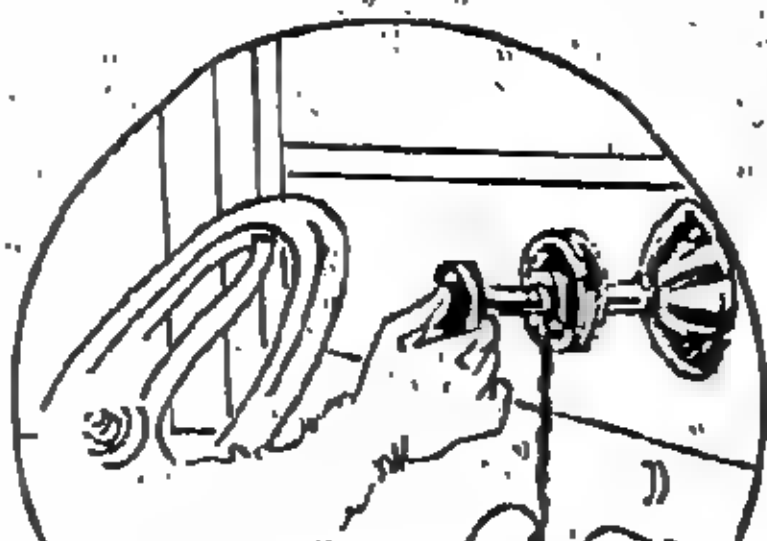
An interesting function was held in Coventry, when a party of journalists and motor experts was conducted over the Swift works and given an opportunity of judging the merits of the 12 h.p. car in the course of a run through Warwickshire. At lunch, Mr. Charles Sangster, chairman of the company, briefly outlined the Swift policy, which in the main would consist of adhering to the two existing models for 1924, and of concentrating upon the production of thoroughly reliable cars. Sir Thomas Polson announced that Mr. Bernard Steeley, ex-managing director of Joseph Lucas, Limited, had been appointed general manager of the Swift company.

SPOTLIGHTS.

A New Idea.

The latest form of auxiliary light for motor cars is attached to the centre of the lower wind-shield, so as to make for easier control by the driver. At the same time it isn't so high as to shine into an oncoming car's eyes.

The spotlight shown on top here, is attached through the glass.



and can be moved up and down and sideways. The light can be focussed by the turning of an adjusting screw. Below is another form of spotlight which is attached to the inside of the windshield only. The light can be thrown any way by moving the handle, as shown, while the open part of the light remains close to the glass.

SIDE SCREENS.

Many motorists, thinking that the addition of side wings to the wind screens of their cars would materially increase the comfort of the front seats, have been disappointed to find that so far from eliminating back draught, the wings have made matters worse. The mistake is in selecting any screen without reference to the car on which it is to be used, and in supposing their adjustability to be greater than it is. Cars vary considerably in the distance of the front screen from the driver's seat, and a side wing that is too narrow can rarely be made effective by increasing the angularity of its setting on the screen support.

THE LATEST DEVELOPMENT OF THE TYRE THAT MADE MOTORING POSSIBLE

THE DUNLOP CORD.

THE FACT THAT SO MANY DUNLOPS ARE FITTED TO CARS OF ALL KINDS IN HONGKONG & THROUGHOUT THE WORLD IS EVIDENCE OF THEIR OVERWHELMING SUPERIORITY.

Stocks carried by J. Gibbs & Co. Alexandria Buildings C. 704-4532 & from all garages

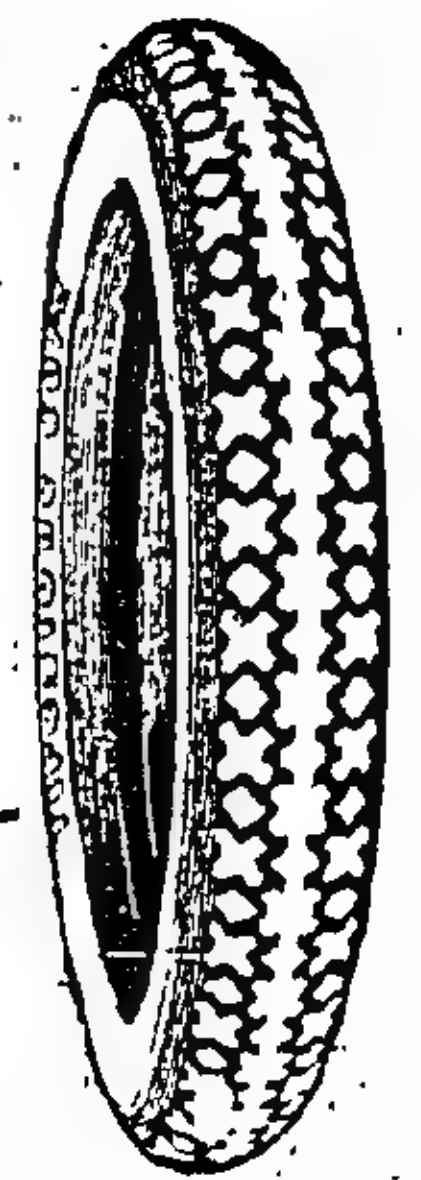
DUNLOP

RUBBER CO., (CHINA) LTD.

Stocks carried by Hongkong & Kowloon Taxical Company Ltd. Kowloon Garage

Firestone

Follow the tide of economical tyre buying—equip with Firestone Gum-Dipped Cords—and learn what Most Miles Per Dollar means to you today.



Most Miles Per Dollar

DISTRIBUTORS: The DRAGON MOTOR CAR Co. Ltd.

TRIUMPH

1923 Model Motor Cycles.

JUST ARRIVED.

1 H.P. Triumphs Model S. D. equipped ready for the road with Electric

Magdyno Lighting Set—Roller

Chain Drive—3 inch Tyres

Price:—H. K. \$875.00

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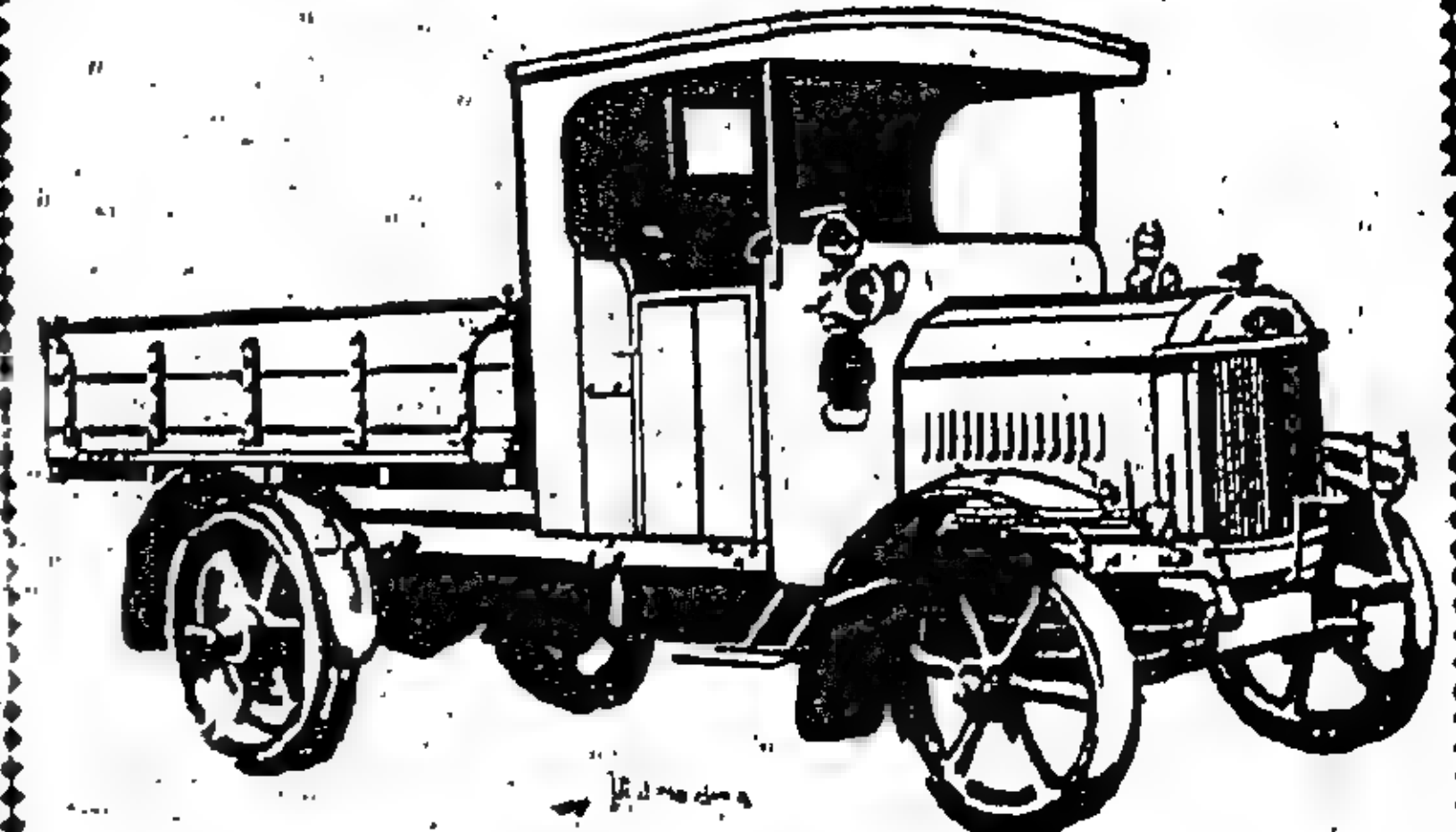
Duddell Street.

TELEPHONE CENTRAL 2487.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.

Dennis MOTORS



As used by The Hongkong Government.

2—2½ ton truck chassis—E749—0—0 c.i.f. Hongkong

THE TRUCK WHICH HAS PROVED ITS WORTH IN HONGKONG

SOLE AGENTS

Alex. Ross & Company (China), Limited.

BANK OF CHINA BUILDING, DUDDELL STREET.

TELEPHONE C.2487



DOES YOUR CAR SUFFER from INDIGESTION?

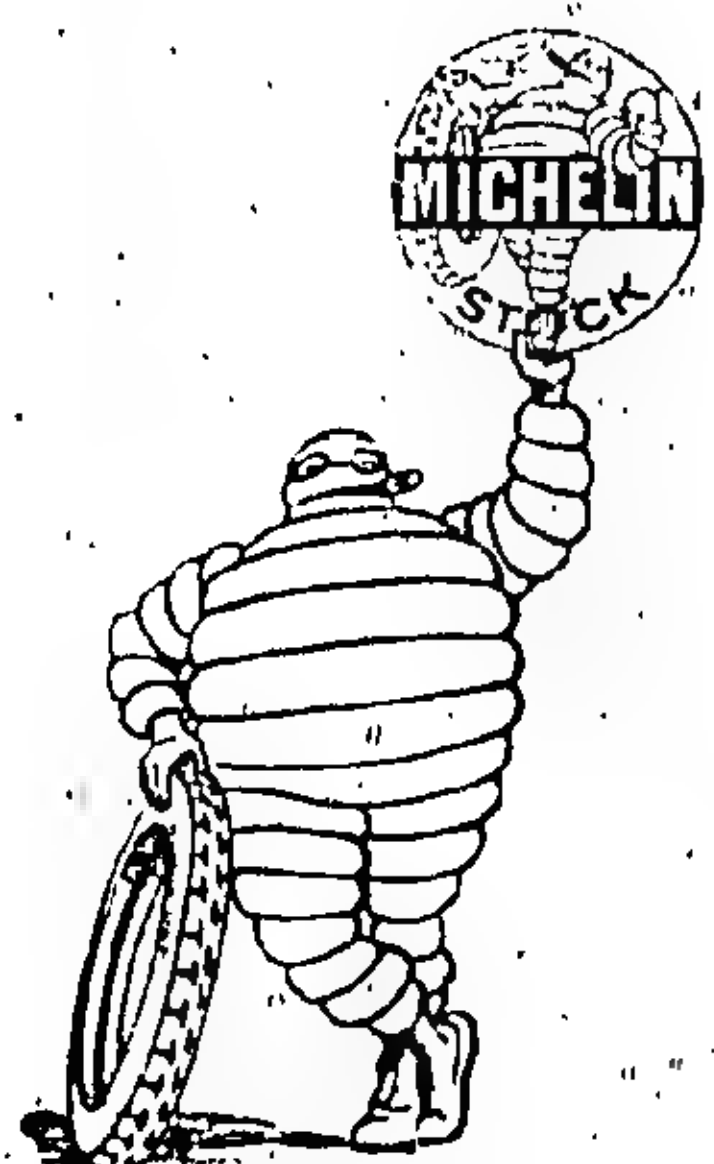
Whether your engine stutters and lies down on you occasionally, or whether the condition is chronic, we guarantee to diagnose the cause correctly and effect a cure.

Our staff of expert mechanics takes just as much interest in your car as would the medicos if you personally were laid up for repairs.

THE DRAGON MOTOR CAR COMPANY, LTD.

Expert European Supervision.

Telephone Central 3950. A. J. Allison, Service Manager.



THE MICHELIN "CABLE" CONSTRUCTION

Increases the mileage of the tyre and improves the running of the car

AGENTS—

LEPACK & CO., LTD.

50, 52, Queen's Rd. Central.



WE
SAY
HAUL
BY
TRUCK

THE DRAGON MOTOR CAR CO., LTD.

TELEPHONE YOUR ORDERS TO—

KOWLOON 226 CENTRAL 3950

MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

THE ELECTRICAL DEPARTMENT

(OF THE HONGKONG HOTEL CO., LTD.)

EXPERTS IN PLATING

OVERSEAS CARS

A Model Specification.

Here is a model specification for a successful Overseas car, drawn up at a Conference in London, between some of the leading Dominions importers and British manufacturers.

General Construction.—Unit construction throughout. Engine 4 or 6 cylinders with detachable heads. Economy and ample engine power, in proportion to weight. Not less than 1 h.p. R. R. C. per cwt. Average h.p. 20-25.

Gearing.—To give good hill-climbing on top gear, rather than excessive speed on the level—should be preferably about 4½ to 1—three or four speeds.

Ground Clearance.—Not less than 9 inches for large and medium cars, or 8 inches for small cars.

Wheel-track 4 ft. 8 in.

Cooling.—Must be ample. Increased radiator capacity and variable fan speed desirable.

Ignition.—High tension magnet in every case.

Lighting.—Reliable electric self-starter, lighting and warning system, to be fitted, integrally, with all chassis, as standard design.

Fuel System.—The petrol tank to be at rear of car and fitted with vacuum feed.

Lubrication.—By pressure feed. All working parts must be readily accessible and protected from dust in all cases.

Steering.—Complete wheel, instead of merely a sector, should be fitted where the worm and wheel plan is adopted.

Brakes.—Internal brakes, which must be of ample dimensions—easily adjusted, and lined with asbestos fabric.

Springing.—Demands more attention with regard to comfort than has been the case in the past. Springs must be wide and it is suggested that a large number of thinner leaves be fitted, with a very slight camber.

Rear Axle.—Full floating type universally preferred.

Wheels.—Quick detachable type greatly preferred to detachable rims. Pressed steel wheels are too hard on tyres.

Back Axle and Transmission.—Tubes, universal joints, differential housing, and quality of material—in gears, needs strengthening or improving. Front spring saddle should be deeper.

Brass Fittings.—Eliminate as far as possible, unless oxidised or nickel-plated. Labour is difficult to obtain and all cleaning has in the majority of cases, to be done by the owner.

Information.—A good book of instructions, complete with spare parts book, and oiling diagrams, should be included with every chassis. Also blue print giving dimensions for garage use, and blue print for coachbuilder's use.

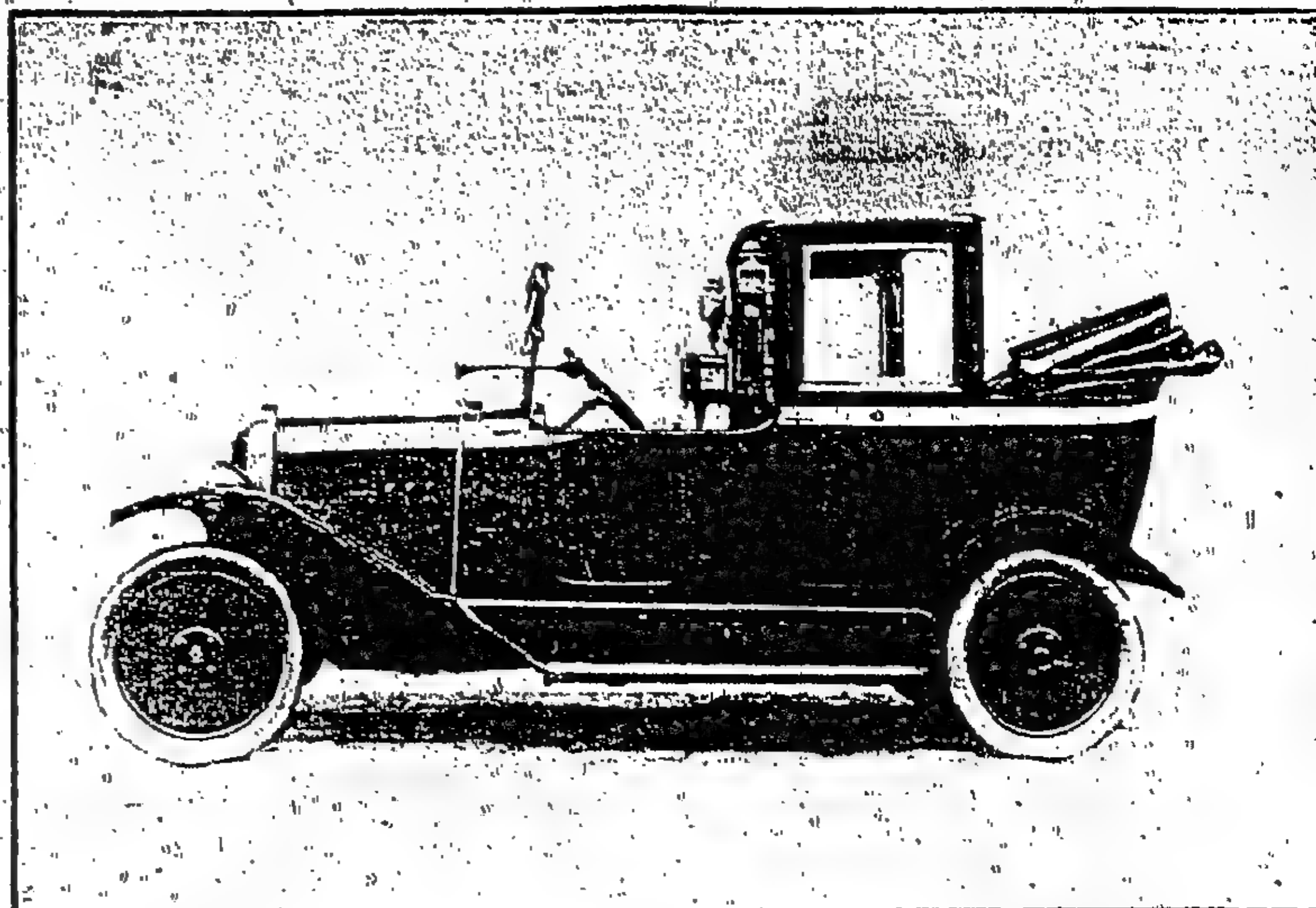
Body Work where Supplied. Lightness, with good lines and British high-class finish desired. Front seats should be constructed to take three persons. Rear seat to take three persons. Room for two folding seats. The stream line torpedo type of body is the most popular. Colours to choice. It is suggested that bodies should be sent out overseas, without final coat of varnish, which can be applied locally.

Fittings. The Cape car hood must be made of non-rubberous material, and be fitted with side curtains. It must be capable of attachment to the windscreen, which latter must be of the double folding type. Proper provision must be given for carrying a spare wheel and tyre, and the stand must be rigid, and so fixed that it will not shake loose.

A VETERAN'S 'GOOD AVERAGE.'

An average of 26.9 m.p.h. would not be considered slow travelling even for a modern light car, but when such a performance is put up by a 1914 production it leads one to think. The following are the figures of performance put up by a 1914 Stollie, carrying two passengers and luggage:—Left Olympia London, at 2.25 p.m., arrived Wotton-under-Edge, Gloucestershire, 7.5 p.m. The 125 miles, running time, equalling an average of 26.7 m.p.h. The return journey from Wotton-under-Edge to Victoria, 8 p.m., Westminister via Bristol, Clifton, Gloucester and Maidenhead, a distance of 186 miles, was covered in 6 hrs. 55 mins. running time. Thus an average of 26.9 m.p.h. was maintained over a distance of 317 miles, whilst the petrol consumption worked out at 47.6 m.p.g.

(TAXI, SIR?)



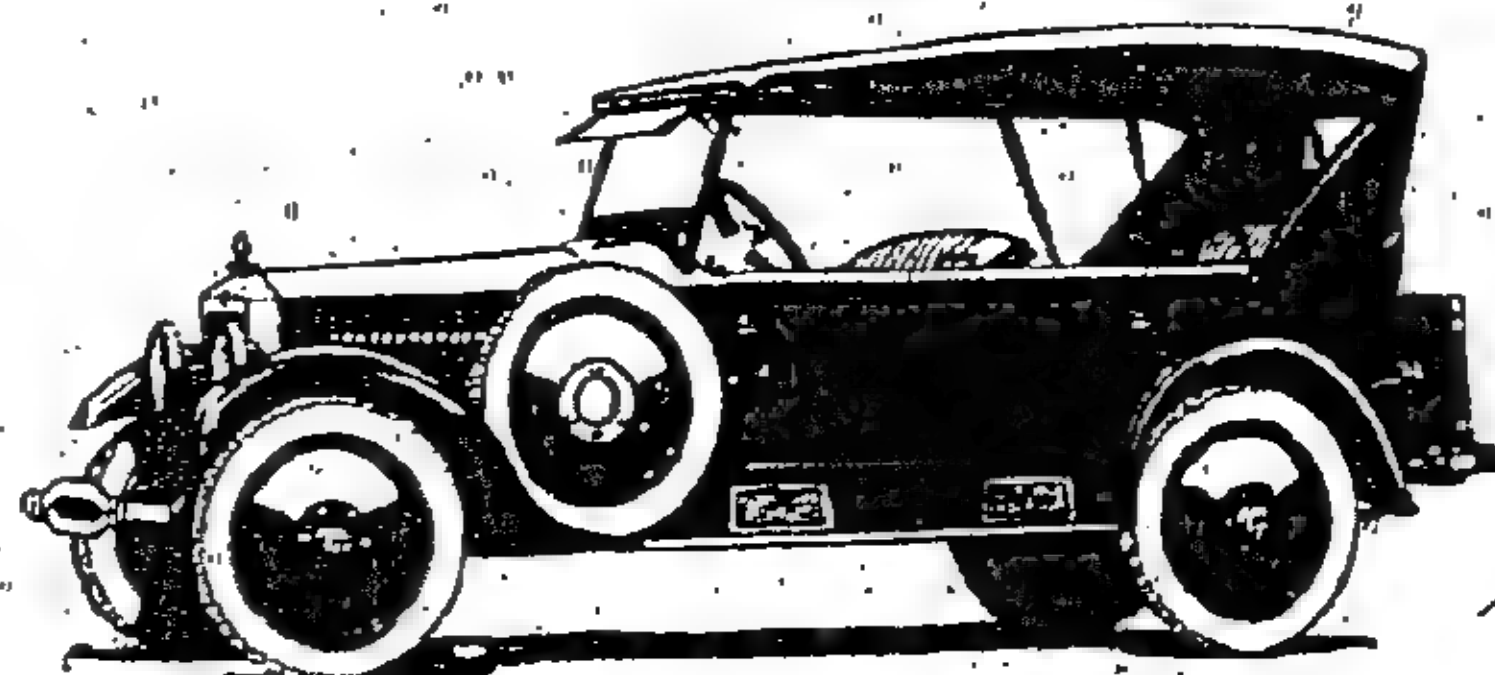
One of Hongkong's taxis, which are to be put into service on Monday.

IF.

(By a Motor Cycling Rudyard Kipling):

If you can start your bus when all about you
Are kicking theirs and cursing till all's blue;
If you can stay and see 'em go without you,
Yet follow on and catch 'em 'fore they're through;
If you can strip your bus inside a minute,
With scissors, tooth-pick and a worn-out file,
And read your policy and all that's in it,
Then pay your annual premium with a smile;
If you can take a frame, a nail and split pin,
A biscuit box, a Ford and other bits,
Then do a skilful bit of mixing
And in the "Trials" give the others fits;
If you can take your "Harley," latest pattern,
And crash into a lorry and rejoice;
If you can see your poor bus flatten
And crush, and crumple up, nor raise your voice;
If you can hope that tramcars run in Heaven
And Providence won't issue petrol free;
And if you're "going some" past Number Seven
Inspector Kent will be right there to see;
If you can own a Nineteen Hundred "Thunder"
And try to put it out when it's on fire—
If you can do all this, you'll be a wonder,
And, what's more, my son, you'll be a LIAR!

NEW STUDEBAKER MODEL.



This is the new Studebaker big-six five-seater speedster. It was created to meet the demand for a comfortable five-passenger car of long wheelbase with power, speed and smart appearance. Finished in rich maroon, it is set off by disc wheels, commodious trunk, tail-door hood and nickel-plated radiator shell. Two extra disc wheels, complete with tyres and tyre covers, are mounted on the front mudguards, out of the way of the doors. Among the additional items of equipment are the nickel-plated bumpers (front and rear), quick-action cowl ventilator, rear-view mirror, courtesy lamp, cowl lights, tonneau lamp with long extension cord, and combination stop-and-tail light.

RADIO SETS FOR CARS.

The Marconi Company, who in conjunction with the British Daimler Company, were the first to adapt motor-cars to the reception of broadcast telephony, have now co-operated with the R.S.A. Motor Company, with a view to providing the same facilities for the owners of the small, open touring cars. In Windsor Great Park on a recent Saturday night a demonstration was given of the new apparatus to be fitted on the cars.

TYRE PRICE REDUCTIONS.

The recent cuts in the prices of tyres imported from the Continent to the United Kingdom have been rendered possible by the current low rate of exchange. It should be explained, however, that this factor does not obtain in regard to American-produced tyres imported into the country, as the rate of exchange is against them. The American Chamber of Commerce in London points out that the reduced prices of American tyres were made to meet the prices established by Continental and British firms.

USED CAR PRICES.

The Market at Home.

As indicating the prevailing conditions in the second-hand car market, the following prices obtained recently at a sale held by Messrs. Auto-Auctions, Ltd., are interesting:—1923 14 h.p. Sunbeam all-weather, £490; 1923 10 h.p. Wolseley two-seater, £340; 1923 10 h.p. Fiat touring car, £335; 1923 11.9 h.p. Bean two-seater, £290; 1922 10 h.p. Belsize-Bradshaw touring car, £195; 1921 21.9 h.p. Chevrolet touring car, £175; 1921 14 h.p. Angus-Sanderson touring car, £175; 1922 10 h.p. A.B.C. two-seater, £130.

The makers of the Bean car have introduced a novel and most attractive finish for aluminium coach work. Instead of either a bright or dull "sandblast" surface, the metal is given what is called a "curled" polish, the effect being that with which one is accustomed on some brass scientific instruments, camera lens mounts, &c. His Royal Highness Prince Henry recently took delivery of a Bean car finished in this style.

THERE IS ONLY ONE PROFITABLE THING TO DO WITH A BAD HABIT.

REPLACE IT WITH A GOOD ONE!

BUY GARGOYLE MOBILLOIL!

At least 50% of all engine troubles are brought on by incorrect lubrication. Unsuitable "oil" causes poor compression—wastes gasoline—invites wear and noise—encourages excessive carbon formation.

Gargoyle Mobiloil minimizes repair bills. When used according to the Chart you can count upon full compression—full mileage from gasoline—less wear and noise—and the greatest obtainable freedom from carbon.



Mobiloil

Make the chart your guide

WHY DON'T YOU OWN A CAR?

Why walk or pay car hire when you can have a car of your own on easy payments?

The following cars are in excellent condition—

OLDSMOBILES	5 Seaters, at \$1,800.00
	5 Seaters, at \$1,500.00
STUDEBAKERS	5 Seaters, at \$1,800.00
	5 Seaters, at \$1,500.00
ESSEX	5 Seaters, at \$1,500.00
ESSEX SEDAN	5 Seaters, at \$3,000.00

Write for full particulars to:

P.O. Box 635 Tel. K 765 (After 7 p.m.)

DEMONSTRATION TRIPS ON REQUEST.

NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grass and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

DE SOUSA & COMPANY, LIMITED.

Sole Agents for South China.

2nd Floor, St. George's Building, Telephone C. No. 1284.

MOTOR TRIALS.

The Fuel Consumption Test.

The Committee in charge of the local motor trials met last evening at the office of the *Hongkong Telegraph*.

Arrangements were discussed in connection with the Fuel Consumption Test which is to take place on Sunday, September 30th. The start will be made at 10 a.m. from the junction of Lai Chi Kok and Tai-po roads, and the run will be to Fanling and back a distance of some 76 miles. Through the courtesy of the Royal Hongkong Golf Club, tiffins will be available at the Clubhouse for competitors and guests. Applications for tiffin tickets must be made to Mr. P. M. Hodgson, of the Union Insurance Society of Canton, Ltd., not later than the 26th. instant. Mr. Hodgson will be absent from the Colony on the date of the test, but Mr. A. B. Raworth will be the acting Hon. Secretary during his absence.

Competitors must arrive at the starting point with as little petrol as possible in their tanks. Free spirit will be provided for the run. All cars must carry at least 500 lbs. in passengers or ballast, and for the purpose of computation of weight each passenger and driver shall be reckoned to be 150 lbs.

There will be first and second prizes for cars, solo cycles and cycle combinations.

Further details will be notified later in the *Telegraph*, together with particulars of the Hill Climb, which will be held on Saturday, October 6th.

FIRE BRIGADE.

New Regulating Ordinance.

At the Legislative Council on the 20th instant there is to be introduced an Ordinance to regulate the Fire Brigade.

The object of the Ordinance is to regulate the present Hongkong Fire Brigade, which has now been reorganised on different lines from the former Fire Brigade. The opportunity has been taken at the same time to bring the Ordinance up to date in other respects, and to remove some inconsistencies and repetitions.

JAPANESE RELIEF FUND.

The Hongkong Fund.

The following donations have been made to the Hongkong Japanese Relief Fund—

Already Acknowledged, \$380,458.53	
Hongkong Land Investment Co. Ltd.	2,000.00
J. L. Michael & Co.	750.00
Sir Reginald E. Stubbs	
K.C.M.G.	500.00
W. Z. Loxley & Co.	500.00
Hon. Mr. A. G. Stephen	250.00
Goddard & Douglas	200.00
Capt. Thos. Arthur	100.00
L. Gibbs	100.00
J. Caer Clark	100.00
Hon. Mr. H. E. Pollock	100.00
D. V. Stevenson	50.00
Mr. & Mrs. K. G. Blair	50.00
Mrs. F. H. Holyoak	50.00
P. M. Hodgson	50.00
V. M. Grayburn	50.00
F. H. Pentecost	45.00
J. Dunn	30.00
G. M. Daigety	30.00
F. G. Walker	30.00
E. G. Tregillus	25.00
"N. N."	25.00
R. J. Mules	20.00
A. Dyer Ball	20.00
R. T. Matheson	20.00
G. B. Dunnett	20.00
R. Bruce	20.00
J. C. G. Ferguson	20.00
E. Wilken	20.00
J. H. Ramsey	20.00
H. B. Willan	20.00
Walter Clerk	20.00
R. L. Monieriff	20.00
Anonymous	20.00
J. A. Worswick	10.00
"A. Z."	10.00
"Y. Z."	10.00
"P. V."	10.00
Julius Ring	10.00
Mrs. Marie E. Ring	10.00
A. Shearer	10.00
R. W. Lee	10.00
H. A. Mabey	10.00
J. W. R. McPhail	10.00
T. W. Riddell	10.00
D. B. Peat	10.00
R. H. Chappell	10.00
E. D. Black	10.00
C. E. Henderson	10.00
T. S. B. Nicoll	10.00
O. Skinner	10.00
J. B. Walter	10.00
A. A. D. Morrison	10.00
A. C. Groves	10.00
W. G. Turnbull	10.00
V. R. Jones	10.00
J. Mann	10.00
Per Mrs. Burleigh	7.87
Walter G. Joseph	5.00

DRUGS.

A New Hongkong Ordinance.

An Ordinance to regulate the importation, exportation, manufacture, sale and use of dangerous drugs will be introduced at the next Legislative Council meeting. This Bill is intended to carry out the policy of the International Opium Convention, 1912, in so far as that Convention deals with dangerous drugs. The general intention of the Ordinance and regulations is that no one shall manufacture, import, export, supply, or possess any of the drugs to which the Ordinance applies, without some authority under the Ordinance. Accordingly, the restrictions imposed by the Ordinance are in addition to those imposed by the Pharmacy and Poisons Ordinances, 1916 and 1917. The regulations contain detailed provisions as to the conditions under which the drugs in question may be dealt with, and as to the records which have to be kept by persons who deal in them.

THE ROUND-TABLE CONFERENCE.

President Li Willing to Attend.

Shanghai, Sept. 15. President Li Yuan-hung has informed Sir Robert Ho Tung that he is willing to attend the Round Table Conference.

The Hall Mark of Superiority
THE V.I.V. V.I.V.
MOUTRIE'S—Exclusive Distributors.
The Best Family Investment.

Anonymous	5.00
"R. D. R."	5.00
Anonymous	5.00
"X. Y."	5.00
"H."	5.00
"S."	5.00
"V. V."	5.00
"S. L. H."	1.00
Total	\$336,012.45

DAIRY FARM NEWS

—and the best you've heard, for a long time.

We have just received a shipment of—

Canadian Fish

including:—

Red Spring Salmon.

Chicken Halibut

and

Silverside Salmon.

Order early and ensure a real treat.

FOR SALE

Bolinder Marine Oil Engine

Four cylinder, 320 horse power, 225 revolutions per minute considered the best crude oil engine made. This engine is in excellent condition, has extra parts as follows—booths, crank bearings, main bearings, piston rings, propeller and shaft. Engine built in Sweden and comply with Lloyd's and Bureau Veritas rules. This engine is set up at the present time, and can be seen and inspected by interested parties at any time. For information address Post Office Box 2203, Manila.



PRESCRIPTIONS

When the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

THE PHARMACY.
The Red Bldg Opposite Ice House St.

Star Theatre

TONIGHT at 9.15 p.m.

TINA & TOM
GERAL & FENWICK

In a Selected Programme from their repertoire

In response to numerous requests
The remarkably successful new play

"The Intruder"

A Mystery with an ultra modern theme by
Tom Fenwick.

"Stiffy Wins"

A farcical comedy of the turf by Vincent Edmund.

"Only Amateurs"

An amusing comedy by Harold Montague.

"Unwilling Wilfred"

A modern comedy of lovers by Tom Fenwick.

Booking at Moutrie's

Prices: \$3, \$2 & \$1.



The Greatest

Enemy to

Depression.

IS A GOOD SMOKE

The Best Quality

CIGARS, PIPES, CIGARETTES, TOBACCOS
AND ALL SMOKERS' REQUISITES

The Hongkong Cigar Store, Ltd.

Alexander Building.

Power
Phone C.3871

TOOTAL CLOTH

THE GUARANTEED
VELVET FABRIC

27" WIDE

A FEW SERVICEABLE AND PRACTICAL
COLOURS JUST ARRIVED.

AND

SPECIALLY SHOWN IN OUR WINDOW

FOR A FEW DAYS.

PATTERNS GLADLY SUBMITTED

UPON REQUEST

Wm. POWELL Ltd.

J. T. SHAW

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NEW SUITINGS

For the

AUTUMN

A fine assortment of all the best materials for

GENT'S SUITS

Equally suitable also for

LADIES' SMART TAILOR MADES

No. 11 Beaconsfield Arcade
(Opposite City Hall)

CAPE WINES

CLARET

DRAKENSTEIN

JAGGERCUP

To make a long cool refreshing drink in hot weather

ADD

Aquarius Water or Soda.

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road, Central. (Telephone Central No. 75)

WHOLESOME BREAD

IS ONE OF THE MOST
IMPORTANT NECESSITIES
OF LIFE.

Cafe Wiseman
Bread

IS HYGIENICALLY PRO-
DUCED UNDER EXPERT
EUROPEAN SUPERVIS-
ION.



LANE, CRAWFORD, LIMITED.

BROADCASTING in HONGKONG

ON Wednesday, the 5th. inst. the possibilities of Broadcasting were fully demonstrated in the offices of "The Hongkong Telegraph."

Several gramophone pieces were transmitted with wonderful clarity, which proved that the gramophone and records were as perfect in every respect as is humanly possible, because, in broadcasting, the faults in a machine or record are magnified many times.

Not only then did the experiment satisfy those present that Broadcasting can be as successful in Hongkong as in any other part of the world—it also gave eloquent testimony to the excellence and perfection of—

Brunswick
PHONOGRAPHS AND RECORDS

DEMONSTRATIONS DAILY
17, ICE HOUSE ST.

Yes! we have some pyjamas



Made of Cotton, Ceylon Flannel, Wool Taffeta, Silk or "Vivella" Flannel in various weights suitable for the cooler nights.

Prices range from \$8 00 per suit.

Every garment is perfectly tailored and fully cut to ensure ease and comfortable fitting.

Mackintosh & Co. Ltd.

Men's Wear Specialists,
Alexandra Building,
Des Voeux Road.

A LATE CONSIGNMENT

OF

DAINTY SUMMER DRESSES

JUST ARRIVED.

WILL BE SACRIFICED AT EXCEEDINGLY LOW PRICES TO MAKE ROOM FOR OTHER GOODS

MADELEINE PEARSON

ICE HOUSE STREET.

Next Door to Cafe Wiseman



YEE SANG FAT CO.

Just Arrived

A LARGE SHIPMENT OF LATEST STYLE

WARDROBE AND CABIN TRUNKS

ALL AT



20% DISCOUNT.

YEE SANG FAT CO.

34, Queen's Road Central.

CAMERA NEWS.



This baby is only nine months old but she does feats on a trapeze, improvised from a coat hanger, to show her unusual physical development.



Group taken at wedding of Mr. J. A. Fraser and Dr. Gladys Turner. (Photo: Ming Yuen.)



Wedding of Mr. A. J. J. Martin and Miss E. M. Craik. (Photo: Ming Yuen.)



Mr. T. H. Day, who escaped from Chinese bandits some time ago.



Some of the refugees from Japan who arrived here by the Empress of Canada. (Photo: Mee Cheung.)



More refugees from Japan. (Photo: Mee Cheung.)

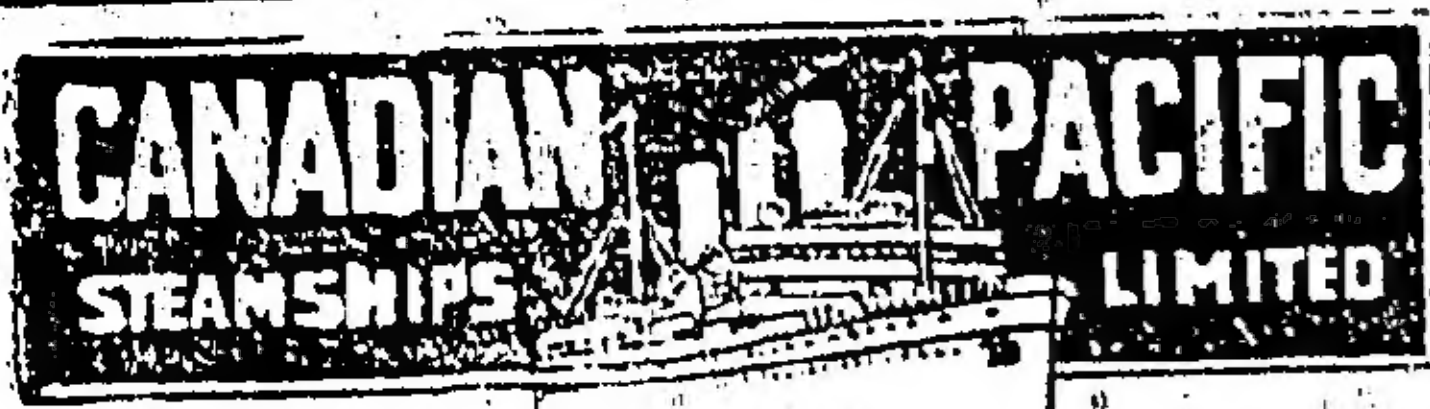


Refugees from Japan, landing in Hongkong. (Photo: Mee Cheung.)



An action photograph of Henry Sullivan, the first American to swim the English Channel.

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND.

From	Due	From	Due
Empress of Canada	Sept. 22	Empress of France	Oct. 13
Empress of Russia	Oct. 4	Empress of Scotland	Oct. 27
Empress of Australia	Oct. 18	Empress of Norway	Nov. 10
Empress of Japan	Nov. 1	Empress of Sweden	Nov. 24
Empress of India	Nov. 15	Empress of Denmark	Dec. 8
Empress of China	Nov. 29	Empress of Finland	Dec. 22

Other Atlantic sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg & Hamburg. Allotment of cabins on Atlantic Steamers held here and through tickets issued. Earliest reservation necessary.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

HONGKONG OFFICE

Passengers Department Tel. 752. Cables GACANPAC. Freight and Express Tel. 42. Cables NAUTIEUS.

T. K. K.



THE PATHWAY OF THE SUN

Reduced Fare to Europe. £120-£112-£110.

HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

SIBERIA M.	20,000	Sept. 15	KORRA M.	20,000	Nov. 1
TAIYO M.	22,000	Sept. 26	SHINYO M.	22,000	Nov. 16
TENYO M.	22,000	Oct. 25			

Calling at Manila, calling at Dairen, calling at Keelung. HONGKONG TO VALPARAISO. SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MULLENDO, ARICA, IQUIQUE, THERON BY TRANS ANDERSON ROUTE TO BUENOS AYRES.

GINYO M.	18,000	Sept. 25	SEIYO M.	14,000	Dec. 4
ANYO M.	18,000	Oct. 20	RAKYU M.	17,500	Jan. 15

JAPAN-HONGKONG-JAVA SERVICE

Osaka, Kobe, Moji, Dairen, Hongkong, B'via, S'rang & Sourabaya. PERIA M. for Keelung, Moji, Kobe & Osaka. Oct. 23. NEW YORK LINE. (Freight Only.) VIA JAVA AND SUEZ.

IMIO MARU. For full information regarding passengers, freight and sailings apply to: Y. TSUTSUMI, Manager, King's Building, Agents at Canton. Tel. Central Nos. C. 2374 & 2375. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS. EXPRESS FREIGHT SERVICE.

To Los Angeles & San Francisco from Hongkong by Direct Route.

S.S.B. "West Chopaka" ... Due Hongkong 14th Sept. Leaves Hongkong 15th Sept.

S.S.B. "West Carmona" ... Due Hongkong 30th Sept. Leaves Hongkong 1st Oct.

SAVED! ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO ALL BAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS.

To Manila and P. I. Ports.

S.S.B. "West Carmona" ... Due Hongkong 14th Sept. Leaves Hongkong 15th Sept.

To Manila and Singapore.

S.S.B. "West Cactus" ... Due Hongkong 29th Sept. Leaves Hongkong 30th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED. For Full Information apply to STRUTHERS & BARRY.

L. EVERETT, General Agent for Japan-China-Philippines. (also China-Straits & Java). 1st Floor Queen's Building, Phone Central No. 3008. K. A. HEYUM, Asst. Res. Agent.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON via PANAMA.

S.S. BELBECK ...

For freight, space and particulars apply to:

BARBER STEAMSHIP LINE, INC. ADMIRAL ORIENTAL LINE.

AGENTS.

4, Des Voeux Rd. C. P. K. & S'hai Bank Bldg. Ground Floor. Telephone Central 2477 & 2478.

PACIFIC SHIPPING.



DOLLAR LINE

SAILINGS FROM HONGKONG.

For Boston and New York. S.S. ESTHER DOLLAR ... 15th September.

For New York, Baltimore and Boston. S.S. STUART DOLLAR ... End of October.

For San Pedro, San Francisco, Portland and Vancouver. S.S. GRACE DOLLAR ...

For San Francisco and San Pedro. S.S. STUART DOLLAR ... End of October.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON & Co. No. 4A, Des Voeux Road. Tel. Central 792 & 795.

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

S.S. ISLA DE PANAY ... 17th September.

S.S. LEGAZPI ... 1st November.

S.S. C. LOPEZ Y LOPEZ ... 19th December.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. LEGAZPI ... 14th October.

S.S. C. LOPEZ Y LOPEZ ... 1st December.

The steamers of this Company are classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers.

Stewards and Doctor carried.

For particulars of freight or passage apply to

BOTELHO BROS. Alexandra Buildings, Hongkong.

(Tel. 1331)



NORDDEUTSCHER LLOYD

FOR FREIGHT & PASSENGER SERVICE

TRIMMER ...

COURTESY ...

COMFORT ...

For Passage Rates and Freight apply to:

THE ROBERT DOLLAR CO. No. 4A, Des Voeux Road, Ground Floor.

Tel. Central 795 or 792.

For Freight and Particulars apply to

THE ROBERT DOLLAR CO. No. 4A, Des Voeux Road, Ground Floor.

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THE ROBERT DOLLAR CO. No. 4A, Des Voeux Road, Ground Floor.

Tel. Central 795 or 792.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE. LONDON SERVICE

LYCAON 18th Sept. London, Rotterdam & Hamburg. MENTOR 25th Sept. London, Rotterdam & Hamburg. ADAPENOR 9th Oct. London, Rotterdam & Dunkirk. PHEMIUS 16th Oct. London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

KL. TEMPLAR 22nd Sept. Genoa, M'les, Liverpool & Glasgow. PUDMETHEUS 3rd Oct. M'les, Havre, Liverpool & Glasgow. RHEXENOR 10th Oct. Genoa, M'les & Liverpool.

PACIFIC SERVICE

PHILOCTETES 26th Sept. Victoria, Seattle & Vancouver. TYNDAREUS 27th Oct. Victoria, Seattle & Vancouver.

NEW YORK SERVICE

BELLERPHON 20th Sept. via Suez & Boston. PERSEUS 5th Oct. via Suez & Boston.

PASSENGER SERVICE

MENTOR 25th Sept. for Singapore & London. TEIRESIAS 10th Oct. for Singapore & London. SARPEDON 6th Nov. for Singapore, Marseilles & London. PATROCLUS 11th Dec. for Singapore, Marseilles & London.

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.) AGENTS.

BOSTON & NEW YORK.

Joint service of the "BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

S.S. BELLEROPHON ... via Suez Canal ... 15th Sept.

S.S. CITY OF BAGDAD ... via Suez Canal ... 25th Sept.

S.S. PERSEUS ... via Suez Canal ... 5th Oct.

S.S. KARONGAS ... via Suez Canal ... 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LTD. HONGKONG.

(John Swire & Sons, Ltd.)

Hongkong & Canton. HOLYOAK, MASSEY & Co. Ltd., CANTON

CONSIGNEES.

NOTICE TO CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship "PRESIDENT MADISON,"

having arrived from Seattle

via ports on Sept. 8th, consi-

gnees are hereby notified that their

cargo is being landed at their risk

into the Hazardous and/or Extra-

Hazardous Godowns of The

Hongkong and Kowloon Wharf

& Godown Co., at Kowloon, and

stored at consignees' risk.

Consignees of cargo must pre-

duce an Import Permit signed by

the Superintendent of Imports and

Exports, Hongkong, before

Bills of Lading will be counter-

signed.

All broken, chafed and damag-

ed cargo is to be left in the Go-

downs, where it will be examined

at 10 a.m. on Sept. 14th, at the

Company's Surveyors, Messrs

Anderson & Ashie.

All claims must be presented

within thirty days of the steamer's

arrival here, after which they

cannot be recognized. No Claims

will be recognised after the goods

have left the Godowns, and cargo

undelivered on and after Sept

15th, will be subject to rent.

No Fire Insurance whatever

will be effected.

Consignees are requested to

send in their Bills of Lading for

countersignature immediately.

United States Shipping Board

Emergency Fleet Corporation.

Agents,

ADMIRAL ORIENTAL LINE

4, Des Voeux Road,

Hongkong, 8th September, 1923.

Shipping to Europe, Australia, and other Ports

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND

SINGAPORE, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tonnage	From Hongkong (about)	Destination
SICILIA	6,813	18 Sept. noon	S'pore, P'ang, C'bo & B'bay
DONGOLA	8,083	21 Sept. m'night	M'los, Gib, L'don & A'worp
MAINTUA	10,902	5th Oct.	B'bay, M'los, Gib, L'don & A'worp
SOUADAN	6,636	17th Oct.	S'pore, P'ang, C'bo & B'bay
KARMAIA	9,098	19th Oct.	M'los, Gib, L'don & A'worp
CALEDONIA	7,622	2nd Nov.	B'bay, M'los, Gib, L'don & A'worp

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	6,956	21st Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	2nd Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	6th Oct.	Manila, Thursday Is.
ST. ALBANS	4,500	3rd Nov.	Townsville, Brisbane, Sydney & Melbourne
EASTERN	4,000	1st Dec.	

For further information apply to: **NIPPON YUSEN KAISHA**,
Tel. Central Nos 292, 293 & 2422. F. OGURI, Manager.

SAILINGS TO SHANGHAI & JAPAN.

NELLORE	6,853	22nd Sept.	Shanghai, Moji & Kobe
GRACCHUS	3,760	22nd Sept.	Shanghai
SOUADAN	6,636	29th Sept.	Shanghai
MALWA	10,941	6th Oct.	Shanghai, Moji & Kobe
ST. ALBANS	4,500	9th Oct.	Moji & Kobe

Wireless on all steamers.
Passage money not more than 24ft. x 2ft. x 1ft. will be received at Company's Office up to noon on the day previous to sailing.
For Freight and Passage apply to: **MACKINNON, MACKENZIE & CO.**
22, Des Voeux Road, Hongkong.

JAVA-CHINA-JAPAN LINE.**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamer	From	Departure	Arrival	Agent
Tjibaratene	Java	In port	16th Sept.	B. B'ion B'via
Tjibaratene	Java	16th Sept.	22nd Sept.	Batavia
Tjibaratene	Java	21st Sept.	28th Sept.	Batavia
Tjibaratene	N. China	4th Oct.	6th Oct.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Freight and Passage apply to the
Java-China-Japan Line.

CLLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U. K. STRAITS, CHINA & JAPAN Service.

Steamer	From Hongkong	Departure	Arrival	Agent
GLENOGLE	26th Sept.	18th Sept.	18th Sept.	GLENOGLE
WARMARTHSHIRE	6th Oct.	22nd Sept.	22nd Sept.	GLENOGLE
GLENAHOY	22nd Oct.	2nd Oct.	2nd Oct.	GLENOGLE
GLENAHOY	5th Nov.	11th Oct.	11th Oct.	GLENOGLE

Movements are subject to change without notice.
For freight or further particulars please apply to:
JARDINE, MATHESON & CO., LTD.
"AGENTS THE GLEN LINE, LTD."
Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamer	Next Sailing	Pro. arr. at H'g.	Pro. Sailing
ANDRE LEBON	—	19th Sept.	—
AMBOISE	—	1st Oct.	—
CORDILLERE	—	15th Oct.	—
ANGERS	24th Aug.	25th Sept.	29th Oct.
CHILI	7th Sept.	9th Oct.	12th Nov.
PORTOES	21st Sept.	23rd Oct.	26th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.
(Including Table Wine and free Doctor's attendance)
A Class 1st Class £95.00 B. Class 1st Class £89.00
Steamers 2nd Class £68.00 Steamers 2nd Class £62.00
Through Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the trains at Marseilles.
LIQNE COMMERCIALES (CARGO-BOATS)

S.S. C. P. LECOCQ loading for Havre, Antwerp and Dunkirk about 13th Oct. and may eventually call at Valencia, Oran, Algier, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).
Also through Bills Lading issued to Helsinki, Riga & Riga.
For full particulars apply to:
Messageries Maritimes Co.
3 Queen's Building.
TELEGRAPHIC REPRESENTATION.

TELEPHONE CENTRAL 740.
TELEGRAPHIC REPRESENTATION.

Shipping to Europe, Australia, and other Ports



SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.	
Through Bills of Lading issued to all Overland Countries to U.S.A. & Canada.	
Through passage rates to Europe via America G. \$405. G. \$420. G. \$440.	
KAGA MARU	Monday, 15th Oct. at 11 a.m.
IYO MARU	Thursday, 4th Nov. at 11 a.m.
MARSEILLES, LONDON & ANTWERP via Singapore, etc.	
HAKOZAKI MARU	Wednesday, 10th Oct. at 11 a.m.
HAMBURG via LONDON & ROTTERDAM	
TSUYAMA MARU	Wednesday, 19th Sept.
LIVERPOOL via MARSEILLES & VALENCIA	
SYDNEY & MELBOURNE via Manila, etc.	
TANGO MARU	Wednesday, 26th Sept. at 11 a.m.
YOSHINO MARU	Wednesday, 17th Oct. at 11 a.m.
NEW YORK and/or BOSTON via PANAMA.	
JOBA MARU	Monday, 1st Oct.
BURNOIS AIRE via S'pore, Durban & Cape Town.	
KANAGAWA MARU	End of Oct. or beginning Nov.
BOMBAY via Singapore, Penang & Colombo.	
TAMBA MARU	Thursday, 27th Sept.
CALCUTTA via Singapore, Penang & Rangoon.	
CEYLON MARU	Monday, 24th Sept.
NAKASAKI, KOBE & YOKOHAMA.	
AKI MARU	Thursday, 11th Oct.
SHANGHAI, KOBE & YOKOHAMA.	
SADO MARU	Sunday, 16th Sept.
TOYOHASHI MARU	Monday, 17th Sept.
MOJI MARU (Omitting Shanghai)	Tuesday, 18th Sept.
HARUNA MARU	Tuesday, 25th Sept.

For further information apply to: **NIPPON YUSEN KAISHA**,
Tel. Central Nos 292, 293 & 2422. F. OGURI, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH

FOR BOSTON & NEW YORK via SUEZ.

S.S. "BOWES CASTLE"	Sailing on or about 14th Sept.
S.S. "SURUGA"	Sailing on or about 10th Oct.

LYOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.
VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "VENEZIA"	Sailing on or about 2nd Oct.
S.S. "FUIMIL"	Sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE.

S.S. "ROSANDRA"	Sailing on or about end Sept.
S.S. "VENEZIA"	Sailing on or about end Oct.
S.S. "FUIMIL"	Sailing on or about end Nov.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" Sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.
For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD.
Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION)

Steamer	Arrives Hongkong	Leave Hongkong
TAIWAN	6th Oct.	11th Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to:
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Telephone Central No. 36. Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Karachi"	21st Oct.	Shanghai & Kobe.
"City of Norwich"	21st Sept.	L'don, A'worp, R'dam, H'burg.

HOMEWARDS.

A Class Steamers	1st Class £92.—	2nd Class £62.—
B Class Steamers	1st Class £84.—	2nd Class £56.—
C Class Steamers	1st Class £56.—	

N.B. "C" Class Steamers comprise those of the Cargo type which have accommodation for a few passengers, but do not carry Doctor or Stewards.
Subject to change without notice.

For further particulars apply to:
HOLYOAK MASSEY & CO., LTD. THE BANK LINE, LTD.
CANTON.
Tel. Central 780.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailing
SANDAKAN	Hinsang	Sat. 15th Sept. at noon.
MANILA	Mingsang	Sat. 15th Sept. at 3 p.m.
STRAITS & Calcutta	Kutsang	Sat. 15th Sept. at 3 p.m.
SHANGHAI via Swatow Talsang	Sat. 15th Sept. at 5 p.m.	
BANGKOK via Swatow Hopsang	Sun. 16th Sept. at 2 p.m.	
ANTUNG via S'tow, N'po S'hai Esang	Tues. 18th Sept. at 9 a.m.	
TIENSIN	Chipsing	Tues. 18th Sept. at 4 p.m.
TTAO via S'tow & S'hai Kwongsang	Wed. 19th Sept. at noon.	
HAIPHONG via Hoihow Leesang	Fri. 21st Sept. at 8 a.m.	
SHANGHAI via Swatow Yussang	Fri. 21st Sept. at 10 a.m.	
TTAO via S'tow & S'hai Vatsing	Wed. 26th Sept. at noon.	
KOBE	Hosang	Fri. 28th Sept. at noon.
BANGKOK via Hoihow Chunsang	Sat. 4th Oct. at d'light	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.
SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Saturday, 15th Sept., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Halfong	Ellis Walker	TUES. 18th Sept. at 1 p.m.
Haiching	J. B. Thomson	FRI. 21st Sept. at 1 p.m.
Halfong	W. C. Faremore	TUES. 25th Sept. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Black Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 13th Oct.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—**JAVA CHINA JAPAN LIJN.**

Telephone Central No. 1374. York Building, Charter Road.

**ASAHI BEER**

BREWED BY

DAI NIPPON BREWERY Co., Ltd.**TOKYO JAPAN**

Specially Brewed for Export

Sole Agents—

ITSUI BUSSAN KAISHA, LTD.
HONGKONG.**P. & O. S. S. CO.**

STEAMERS FOR

Straits, Colombo, Australia, Bombay, Egypt, Mediterranean Ports and London.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, American and South African Ports.

THE Steamer "SICILIA", Capt. E. C. Miller, R.N.R., carrying His Majesty's Mails will be despatched from this port on or about TUESDAY, 18th Sept., 1923 at NOON, taking Passengers and cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

MACKINNON, MACKENZIE & CO.

Agents.

Hongkong, 12th Sept., 1923.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees, per Company's Steamer

"ELPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 13th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken chaff, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 2nd Oct. or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,

Agents.

13th September, 1923.

NOTICE TO CONSIGNEES.

SERVICES CONTRACTUELS

DES MESSAGERIES

MARITIMES.

S.S. "CORDILLERE"

Consignees of Cargo from Marseilles & Co. also cargo ex/s "LIEUTENANT DE LA TOUR" from Cognac.

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd. Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 18th instant at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 22nd instant or they will not be recognized.

All damaged packages will be examined on Tuesday the 18th instant at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,

Acting.

Hongkong, 12th September, 1923.

THE NEW PRINCE MEDICAL

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 The Medical Steamer, No. 2 The Medical Steamer, No. 3 The Medical Steamer.

ENTERTAINMENTS.

TODAY till MONDAY

at all performances

PRISCILLA DEAN

in
the film version of Cynthia Stockley's
famous story

WILD HONEY

THE CORONET

BIG ATTRACTIONS

— at —
THE STAR

Today at 2.30

BUFFALO BILL

at 5.30

JACK PICKFORD

— in —
IN WRONG

at 9.5

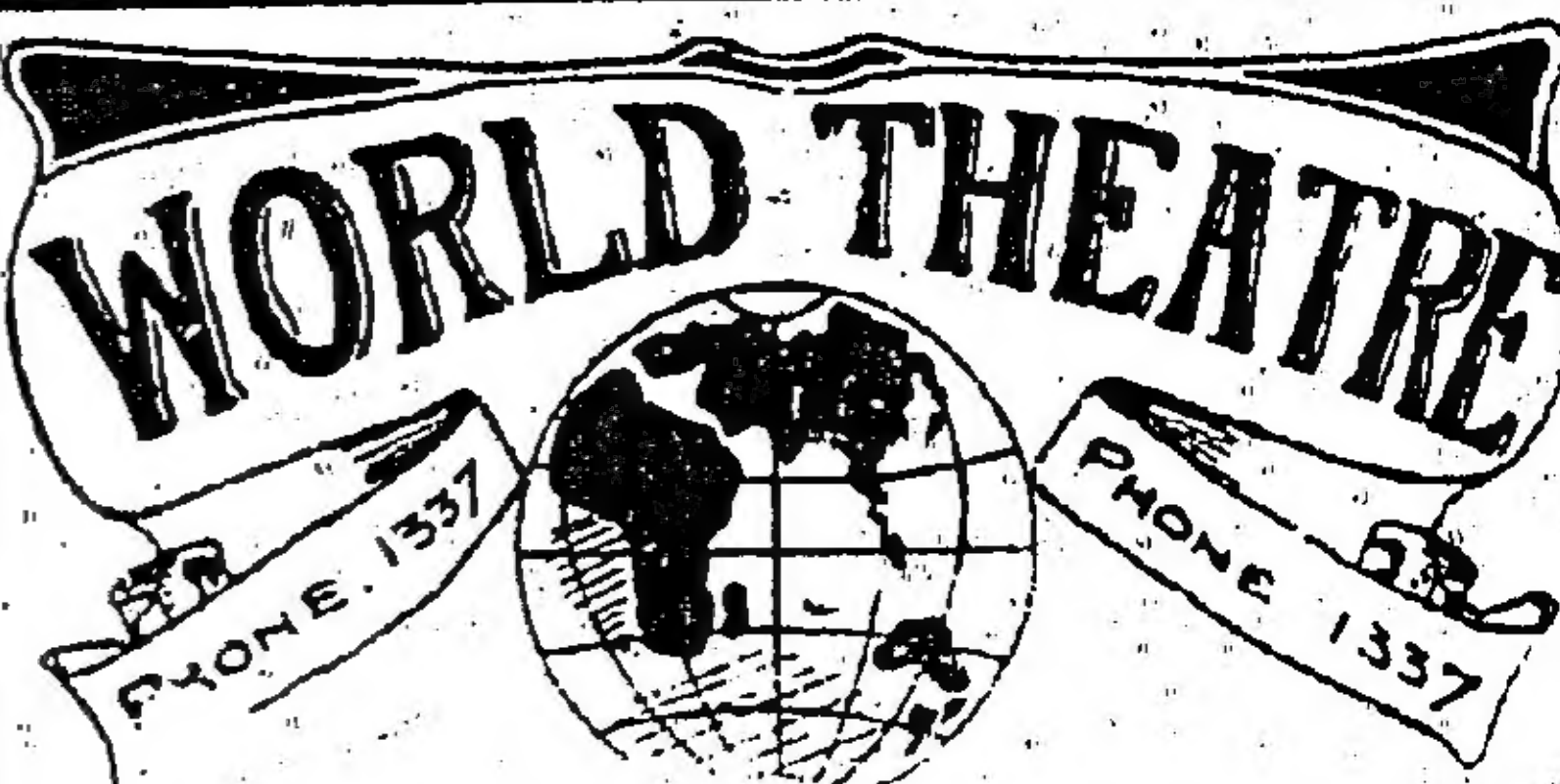
TINA GERALD

and

TOM FENWICK

— in —

Four one Act Plays



Wednesday, 12th. to Saturday, at 5 p.m. & 9.15 p.m.

BOOTH TARKINGTON'S MASTERPIECE

produced by
UNIVERSAL JEWEL
pictures

THE FLIRT

A Distinguished Cast including
EILEEN PERRY, HELEN JEROME, EDDY,
GEORGE NICHOLS—EDWARD HEARNE,
BUDDY MESSENGERPrices of Admission:— 5 p.m. \$1.20 & 80 cts.
9.15 p.m. \$1.50 & \$1.00

Booking at the Theatre.

GENTLEMEN'S

TAILORING

Wm. POWELL LTD.
Hongkong Hotel BuildingsTAILORS & BREECHES
MAKERS

song (6 p.m.) Responses, Ferial; Psalm, 90, Barby (2), 91, (Fulton); Magnificat, No. 28, (Luther); Nunc Dimittis, Wesley. Hymns, 193, 204, 24, (1st tune).

at 7.30 p.m. in the Rhenish Mission Church, Bonham Road, Preacher: Rev. C. B. Shan, M.A., (Warden, St. John's Hall). Subject: "Nature's need of a Saviour."

Hongkong University Christian Association—Students' Services. First Church of Christ, Scientist, McDonnell Road, below Bowon Road Tram Station.—Sunday, Sunday, September 16th, 1923, 11.15 a.m.; Wednesday, 5.45 p.m.

Printed and Published for the Proprietor, by Frederick P. Franklin, at 11, Ice House Street, in the City of Victoria, Hongkong.

JUST RECEIVED
THE FOLLOWING
HAWAIIAN RECORDS

- 3076 { Dreamy Hawaii
Wailana Waltz
2078 { My Isle of Golden Dreams
Tripoli
2119 { Kawaha
Malani Anu Ka Malani
2156 { Plantation Lullaby
Sweet Hawaiian Girl of Mine
2251 { My Hawaiian Rainbow
Rio Night
2257 { Hawaiian Echoes
Song To Hawaii
2276 { Moon River
Hawaiian Nightingale
2208 { Aloha Oe
Kalima Waltz
2198 { H
Sweet Hawaiian Moonlight
2106 { Honolulu March
Ua Like No a Like

Call and hear these and other new records at

THE BRUNSWICK STUDIO
17, ICE HOUSE STREET

BRUNSWICK

PHONOGRAPHS AND RECORDS

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LEADING FAR EASTERN HOTELS.

HONGKONG:

Hongkong Hotel, Peak Hotel, Repulse Bay Hotel.

SHANGHAI:

Astor House Hotel, Palace Hotel, Grand Hotel Kales.

PEKING:

Grand Hotel des Wagon Lits.

The Hongkong Hotel Co.

In conjunction with

The Shanghai Hotels, Ltd.

and

The Grand Hotel des Wagons-Lits, Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Tels. Central 373. Telegraphic Address: "VICTORIA" J. WITHELL, Manager.

THE EUROPE HOTEL.

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DANCING AFTER DINNER.

EVERY

MONDAY WEDNESDAY AND SATURDAY.

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THE KOWLOON HOTEL.

HANKOW ROAD.

Opening 1st September.

First Class and most up-to-date Residential and Tourist Hotel. Six Stories of commodious large and airy rooms with every modern appliance. Elevator to every floor and to Roof Garden. Hot and cold water. Electric Lights, Fans and Bells throughout. Exceptionally well ventilated Bar and Billiard Room. Moderate tariff and most excellent cuisine supervised by experienced chef. Monthly and Family rates can be arranged at most reasonable terms.

For terms apply to: Mrs. J. J. BLAKE, Manageress.

KINGSLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & CO., General Agents

Are resident Managers.

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Outings under personal supervision of the Proprietor.

Lounge Bar and Billiard Room.

Terms moderate.

Special arrangements for families on application to

J. H. OXBURY, Proprietor.

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THREE CASTLES CIGARETTES

There's no better tobacco comes from Virginia than the Three Castles

W.D. & H.O. WILLS
Bristol and London

This Advertisement is issued by British American Tobacco Co., (China) Ltd.

JAPANESE EARTHQUAKE
DISASTER RELIEF FUND.

NOTICE.

SUPPLIES OF SECOND-HAND CLOTHING.

A Special Committee of local ladies under the presidency of Mrs. E. D. C. Wolfe has been formed for the purpose of receiving and handing over to the Relief Committee for despatch to the devastated areas in Japan parcels of second-hand European clothing of all descriptions for adults and children.

The Committee will be in attendance at the City Hall daily from MONDAY, 17th inst. to SATURDAY, 22nd inst. between 11 a.m. and 12 Noon.

Parcels sent by messengers should be addressed to the Japanese Earthquake Disaster Hongkong Relief Committee.

By Order,

D. K. BLAIR,

Secretary.

HONGKONG RELIEF COMMITTEE.

Hongkong, 12th. Sept. 1923.

NOTICE TO CONSIGNEES.

The Steamship "WESER"

having arrived from Bremen and ports, on September 13, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of Holt's Wharf, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday, September 17, at 2.30 p.m. when they will be examined by Messrs Carmichael & Clarke.

Claims will not be accepted unless the cargo is so examined by said Surveyors prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns. All goods remaining after 4 p.m. Tuesday, September 18, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature.

NORDDEUTSCHER LLOYD,
THE ROBERT DOLLAR CO.
AGENTS.

Hongkong, Sept. 14th, 1923.

TO-DAY'S SHARE QUOTATIONS.

Stock Exchange	Banks	Shareholders' Association
A. & S. Bank	1070	1060
Bank of China	1065	1050
Bank of India	1060	1040
Bank of Japan	1055	1030
Bank of Korea	1050	1020
Bank of Persia	1045	1010
Bank of Siam	1040	1000
Bank of Tonkin	1035	990
Bank of Yunnan	1030	980
Bank of Zibo	1025	970
Bank of Zhong	1020	960
Bank of Zhong	1015	950
Bank of Zhong	1010	940
Bank of Zhong	1005	930
Bank of Zhong	1000	920
Bank of Zhong	995	910
Bank of Zhong	990	900
Bank of Zhong	985	890
Bank of Zhong	980	880
Bank of Zhong	975	870
Bank of Zhong	970	860
Bank of Zhong	965	850
Bank of Zhong	960	840
Bank of Zhong	955	830
Bank of Zhong	950	820
Bank of Zhong	945	810
Bank of Zhong	940	800
Bank of Zhong	935	790
Bank of Zhong	930	780
Bank of Zhong	925	770
Bank of Zhong	920	760
Bank of Zhong	915	750
Bank of Zhong	910	740
Bank of Zhong	905	730
Bank of Zhong	900	720
Bank of Zhong	895	710
Bank of Zhong	890	700
Bank of Zhong	885	690
Bank of Zhong	880	680
Bank of Zhong	875	670
Bank of Zhong	870	660
Bank of Zhong	865	650
Bank of Zhong	860	640
Bank of Zhong	855	630
Bank of Zhong	850	620
Bank of Zhong	845	610
Bank of Zhong	840	600
Bank of Zhong	835	590
Bank of Zhong	830	580
Bank of Zhong	825	570
Bank of Zhong	820	560
Bank of Zhong	815	550
Bank of Zhong	810	540
Bank of Zhong	805	530
Bank of Zhong	800	520
Bank of Zhong	795	510
Bank of Zhong	790	500
Bank of Zhong	785	490
Bank of Zhong	780	480
Bank of Zhong	775	470
Bank of Zhong	770	460
Bank of Zhong	765	450
Bank of Zhong	760	440
Bank of Zhong	755	430
Bank of Zhong	750	420
Bank of Zhong	745	410
Bank of Zhong	740	400
Bank of Zhong	735	390
Bank of Zhong	730	380
Bank of Zhong	725	370
Bank of Zhong	720	360
Bank of Zhong	715	350
Bank of Zhong	710	340
Bank of Zhong	705	330
Bank of Zhong	700	320
Bank of Zhong	695	310
Bank of Zhong	690	300
Bank of Zhong	685	290
Bank of Zhong	680	280
Bank of Zhong	675	270
Bank of Zhong	670	260
Bank of Zhong	665	250
Bank of Zhong	660	240
Bank of Zhong	655	230
Bank of Zhong	650	220
Bank of Zhong	645	210
Bank of Zhong	640	200
Bank of Zhong	635	190
Bank of Zhong	630	180
Bank of Zhong	625	170
Bank of Zhong	620	160
Bank of Zhong	615	150
Bank of Zhong	610	140
Bank of Zhong	605	130
Bank of Zhong	600	120
Bank of Zhong	595	110
Bank of Zhong	590	100
Bank of Zhong	585	90
Bank of Zhong	580	80
Bank of Zhong	575	70
Bank of Zhong	570	60
Bank of Zhong	565	50
Bank of Zhong	560	40
Bank of Zhong	555	30
Bank of Zhong	550	20
Bank of Zhong	545	10
Bank of Zhong	540	0

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

St. John's Cathedral, Hongkong—16th September, 1923, 10th Sunday after Trinity. Holy Communion (8 a.m.) Children's

Service (10 a.m.) Hymns, 332, 268, 233. Matins (11 a.m.) Responses, Ferial; Venite, No. 12 (Wobb); Psalms, 86 (Smith), 87 (Wallace); Te Deum, Jones, Cambridge, 12th Morning; Benedictus, No. 23 (Bevan). Hymns, 199, 155. Holy Communion (12 noon.) Even-